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ART. I.—EARLY HISTORY OF THE EAST INDIA TRADE.—THE ARABS BEFORE MAHOMET.

IF ever a single individual, by the felicitous opportunity of his appearance, or by the force of his own genius, or by both of these united, raised his countrymen at one bound from the obscurity of disconnected tribes to the splendor of a conquering nation and to enduring historical eminence, that person was Mahomet, the prophet, ruler, legislator, and leader of the Saracenic race. The conquests of the Arabians were achieved in a single century, and the inundation began to subside and the waters to contract themselves within their ancient limits, but they covered the whole soil over which they had spread with an alluvium which has enriched it in its most remote bounds throughout succeeding ages. The Wahabee in the heart of the Nedjid, and the wandering Bedouin from Morocco to the Euphrates, may be the sorry modern representative of the followers of Kaled and Amrow, of Kateybah and Akbar; but the Empire of Morocco in the west, and the remnants of the Dooranee monarchy and of the Mahratta principalities in Affghanistan and India, attest to this day the power as well as the range of influence communicated by "the Prophet of God" to his own and to surrounding populations.

The life of Mahomet has been often written—never with much credibility or consistency till very recent years. The history of Saracenic conquest was too attractive and too brilliant a picture to escape the attention of historians; and never has any historical topic been treated with more vigor and magnificence than the origin and diffusion of the Mahometan creed and dominion have been portrayed in the glowing pages of Gibbon. But neither Gibbon, nor any other writer on the religion or fortunes of Islamism, has furnished any satisfactory explanation of the marvellous phenomenon of a divided race expanding

in a few years into a nation—growing in a single generation to be the terror, the rival, and the subjugator of ancient empires—ripening, in a little more than a century, into an elaborate, polished, and varied civilization. How did it happen that, during the life of Mahomet, the Arabians suddenly acquired the faculty of internal cohesion? How can we explain their apparently spontaneous capacity for the arts of war and of peace, and for the manifestation of all those aptitudes for nationality and for culture which are essential to any lasting predominance, and which require centuries of national discipline for their development? The history of the early Caliphate is an enigma which is not solved by the record of the transactions of the time. These transactions themselves are a mystery as well as a marvel, as usually presented, for they exhibit as strange a phenomenon as would be an umbrageous tree with golden fruitage, but without roots in the soil or connection with the ground. The story dazzles us, and withdraws from our observation the fact that no source of this abundant life, of this exuberant wealth of production, is indicated; that no continuity is revealed between the glory described and the conditions which preceded it. The Saracenic power and civilization is an anomaly, an inexplicable violation of all the laws of historical development as heretofore described, because it seems to spring from nothing and to be wholly without cause of being. Perhaps the intuitive recognition of this anomaly has added to the fascination of the tale, but it gives it the interest of a romance rather than the instructive attraction of historical truth.

The present paper is designed as a contribution towards the removal of this appearance of miracle and anomaly. It will avoid the topics which constitute the chief value of Sprenger's *Life of Mahomet*. It will not touch upon either the creed or the career of Mahomet; it will omit deliberately many branches of illustration which belong to the full solution of the strange problem of Mahometan ascendancy, and will confine itself to those investigations which throw light upon a singular chapter of commercial and industrial history, and disprove the fancy of an unprepared civilization, by showing the condition of the inhabitants of Arabia before the birth of the Arabian heresiarch.

The immense peninsula of Arabia extends nearly 1500 miles from north to south, and averages about 800 miles in breadth. Deserts enclose and shield it on the north. Its other faces are divided and protected from the rest of the world by gulfs and seas—the Persian Gulf, the Indian Ocean, and the Red Sea. It is so circled by natural barriers as to remain distinct, complete, self-contained, in almost entire isolation. But at the same time that it is thus defended by its physical boundaries,

trade is encouraged, facilitated, and invited by the neighboring waters of the Mediterranean Sea, and by the long course of the Euphrates, on its north-western and north-eastern limits; by the proximity of Egypt and the unmeasured valley of the Nile, and by the seas with which it is surrounded on three sides.

This vast region is as peculiar in its internal constitution as in its external conformation. The boundless and arid deserts which occupy large portions of the interior repel aggression, almost defy invasion, are unaffected by the march of hostile bodies, and preserve the wild independence of the roving inhabitants. Where a streamlet spreads fertility around and clothes the tropic soil with grass, where a well and a palm-tree offer shelter and invite repose, the productive district is so limited, and is so closely embosomed in low mountain ranges, and fortified by difficult gorges and rocky ravines, that approach is hazardous to an enemy, retreat almost impracticable, and delay is starvation. Nothing but manna from heaven could support a multitudinous host in traversing these almost unassailable tracts.

The whole region, loosely designated by the name of Arabia, or the Land of the Arabs, is naturally, and has been geographically, divided into three parts, Arabia Petræa, Arabia Deserta, and Arabia Felix.

Arabia Petræa, or Stony Arabia, occupied the district between the two arms of the Red Sea and Palestine, and was the scene of the forty years' wandering of the Israelites, though they passed at times beyond its limits and traversed the edges of the Desert. It is the land of Edom—the classic Idumæa—though an earlier Nabathæan population from the vicinity of Babylon preceded the semi-Hebrew Edomites in the possession of this mountainous and rocky recess. This country furnished in the earliest times a convenient entrepôt for the trade from the Euphrates and the Persian Gulf to Egypt and the shores of the Red Sea—from Egypt and Arabia Felix to Palestine and the Phœnician cities—to Syria, Mesopotamia, and Persia. Through the stony defiles and over the rocky mountains which guarded and encumbered this angle of Arabia passed the Midianitish merchantmen to whom Joseph was sold on their way to Egypt. And here, in later times, when the trade between the East and the West was active and flourishing, wealthy cities arose by the wants and the fruits of commerce; the rocky mountain-sides were excavated, hewn into dwellings and temples, and adorned with the decorations of architecture and sculpture.

The ruins of Petra still remain to attest the ancient prosperity and magnificence of the former inhabitants, and to astonish

the traveller by such evidences of active, thriving and elegant industry in thirsty gorges and amid barren mountains. They still stand to recall to vivid recollection the accounts of the mighty cities of the fabulous denizens of Arabia in the primeval and pre-Adamite days of Ad and Shedad, whose splendid and Titanic constructions were left uninjured, though hidden from the knowledge of men by the curse which turned the impious princes and their people and all that they possessed into stone.

This whole region, in the lifetime of Mahomet, was the abode, but not exclusively, of petty Jewish communities, intermingled with heretical Christians, who were connected by trade and other relations with the tribes around Medina and in the interior to the north-eastward of it. Procopius, who preceded Mahomet by only half a century, speaks of the subjugation by Justinian of these Hebrews, who had been previously independent, and who had dwelt here from of old. In the reign of Hadrian and the Antonines, the chief city of the district of Petra had been the seat of Roman government, and Latin and Greek inscriptions still indicate the various civilizations that commingled in its sculptured caves and chattered in its columned mountains.

The limits of the Desert Arabia, Arabia Deserta, are indistinct and unsettled, and it is not as entirely barren throughout its whole extent as has heretofore been supposed. It is dotted over with scattered spots of verdure, with widely separated oases even where it is most sterile, and the southern portion of the Nedjid is in great part adapted for the habitation of settled communities. Our recent knowledge of this wide tract has been largely extended by the diplomatic intercourse attempted by the East India Company with the Wahabees in the interior, by the expedition of Ibrahim Pasha against the same fanatical communities, and by the late travels of Palgrave. It is necessary to distinguish between the fertile tracts of the Nedjid, so favorable to the rearing of the Arab horse, which occupy a large portion of the little-known interior, and the wide wastes which border them. The Deserts of Arabia reach nearly to the Euphrates, and cover almost the whole northern portion of the vast lozenge-shaped domain. Here was the home of the pastoral, roaming, predatory tribes, patriarchal and military at once. Here the traveller still finds the tents and errant communities of the Bedowins, or Bedowee—*invictos Arabum domos*. Early germs of civilization had, however, appeared amongst them, and they evinced, in times long preceding Mahomet, their capacity for the reception of the culture of the nations by which they were enclosed. Previous to Pompey's conquest of the East and overthrow of the monarchy of the Seleucidæ, several

of their princes, under the name of Aretas, had established a dynastic supremacy over Damascus and other cities of Syria. An Arabian emir ruled in Damascus at the time of St. Paul's conversion, and to Arab origin must be referred Zenobia, the celebrated Queen of Palmyra, and her husband Odenathus. But the majority of the population retained their ancient nomadic characteristics, and belonged to those hordes of Saracens which are found sometimes on the side of the Romans, sometimes on the side of the Parthians or Persians, usually divided between the contending powers, in the wars which prevailed with longer or shorter intermissions from the reign of Trajan to that of Herodius.

What these untamed children of the waste were before Mahomet, that they are now in all save creed. What they are now they were when Ishmael found a refuge among them and became the progenitor of many of their tribes. In every age "their hand has been against every man, and every man's hand has been against them." But they have always preserved the rude virtues of hospitality, generosity, simplicity, freedom, and courage. The horse has ever been their treasure, their servant, their companion, their friend, their source of wealth, their means of sustenance, and the inmate of their tents.

From these tribes must have come the masses of the conquering followers of the Prophet and his early successors in the first years of victory. Plunder had ever been their favorite occupation, and they had already served an apprenticeship of two thousand years in the mystery of freebooting :

The good old rule
Sufficeth them, the simple plan,
That they should take who have the power,
And they should keep who can.

The tribes on the border had been already assailing Roman and Persian with equal indifference for centuries, but only in desultory enterprises, except when attached as marauding bands to the regular armies of either empire, or of both. They had now acquired an hereditary love of military excitement and universal experience in the arts of irregular warfare. They thus pointed the way, cherished the spirit, and furnished the materials for ampler and more permanent successes, when the banner of Mahomet presented a creed to fight for, and threw the sanctity of religion over their lawless appetite for conflict, their insatiate lust of booty, and their native greed of dominion.

But the land of story, of song, of joy, of fancy, and wealth, and fabled splendor, was Araby the Blest—*Arabia Felix*—"the lovely Arabia" of Dionysius Periegetes. Its principal and

richest portion was "the Realm of Incense" along the Indian Ocean, but it included the more celebrated and historical regions along the coasts of the Persian Gulf and of the Red Sea, and extended indefinitely into the interior, where myrrh, cassia, cinnamon, balsam, and other spices and odoriferous woods were abundant. Here grew the acacia, the *cistris ladaniferus*, the trees dropping balm and aromatic gums, the sugar-cane, and the coffee, only revealing its solaces to much later generations of men. In this delicious clime,

Far off at sea north-east winds blow
Sabæan odors from the spicy shore
Of Araby the bless'd.

In regard to this happy land, it was fabled, according to Pliny that, under the stimulation of the noon-tide sun, the whole peninsula breathed forth an ineffable fragrance from the concordant union of multitudinous odors, and that thus Arabia was revealed to the fleets of Alexander the Great before any land was in sight.

The limits of this exuberant and marvellous realm were exceedingly undefined on the north, but an undulating line, wending far southwards in the middle of the curve, and extending from the bifurcation of the Red Sea to the Persian Gulf, would furnish a sufficiently accurate demarcation between Happy Arabia and the less favored divisions of the vast territory.

Along the coasts flourishing and wealthy cities had been established from immemorial years. Here, or at no great distance inland, were Omana, and Sephar, and Cana, and Mariaba, and Adana, and Acila, and Cataba, and Seba, and Negran, and Carnon, and Jatrippa, and Thamud, and many nameless centres of industry and trade. Many cities were in ruins, many had been abandoned and were forgotten, even in that primeval period when the most ancient fictions of the Arabian Nights Entertainments were composed. But the story of ancient magnificence and riches was preserved by oral tradition in the tents of the Bedouins, and in the harbors of Oman, Hadramant, and Sabæa, and was rendered credible by the shattered memorials of pristine splendor which still survived amid loneliness and desolation.

In this fortunate land of spices was accumulated the unassailed wealth of Arabia—*intacti thesauri Arabum*,—here were the stores blessed by the bounty of heaven—*beate Arabum gazæ*,—and here reigned and revelled the unconquered Sabæan kings.

Non ante devicti Sabææ
Reges.

These Sabæans were the richest of the rich Arabians.

Strabo, writing in the reign of Augustus, and from information obtained by his friend Ælius Gallus, the Roman invader of Southern Arabia, describes them as abounding in endless furniture of gold and silver plate,—couches, tripods, goblets, bowls, cups, and other domestic apparatus, of these precious metals. He says that the lintels and door-posts, the walls and the ceilings, of their houses, were inlaid with ivory and silver and gold. The testimony is contemporaneous, direct, and as trustworthy as any record of that period can be, and it affords striking evidence of the ease, security and fortune of the people at that time.

The wealth of the Arabians was ascribed by Strabo to the valuable and costly spices which their country produced in such quantity and variety, and to the exchange of these for the commodities of other lands. He, however, mentions also the commerce carried on, in leathern boats, with Æthiopia, across the Straits of Bab-el-Mandeb, and intimates that the cassia which was obtained from Arabia might have been imported from India.

From other ancient authorities we learn that such a commerce with Patalene and the Malabar coast,—regular or lawless, or both,—did exist in the reigns of the first Cæsars.

We learn from Pliny that the Indian Ocean was infested by Arab pirates, who used the same kind of vessels of ox-hide as those specified by Strabo. These primitive skimmers of the seas may be compared with the Malay pirogues, with the formidable piratic communities of the Sulu Archipelago, and with the corsairs of the Island of Formosa and the China coast.

The vessels which were employed by the Arabs in piracy or in commerce were probably not made out of leather, but only tied together with thongs. El-Makrisi, in the first half of the fifteenth century, remarks—

Their "*jelobebs*" have not a nail used in them, but their planks are sewed together with the fibres of the cocoa-nut, and they caulk them with fibres of the date-palm; then they "*pay*" them with butter, or the oil of the palma-christi, or with the fat of the kirsch.

Procopius indicates the prevalence of the same mode of construction in the sixth century, and assigns a reason for it in a remarkable passage, which merits citation, as it proves that the fable of the magnetic mountain in the Indian seas, introduced with such striking effect into the "Arabian Nights," was widely disseminated and had already reached Constantinople in the reign of Justinian. The passage is found in the First Book of his History of the Persian Wars, and runs thus:

The vessels in use among the Indians and in the Red Sea are not constructed in the same fashion as other ships are; for neither pitch nor

anything else of the sort is employed, nor are the timbers and planks fastened with nails or iron, but are bound together with cords. But the reason of this is not what many suppose, the existence of peculiar rocks in those localities which attract iron to them; (and the proof that this is not the true explanation is furnished by the fact that nothing of the kind happens to the ships of the Romans sailing in this sea, although constructed with much iron;) but the true reason is—that there is neither iron nor any convenient substitute for it among the Indians and Æthiopians; nor can they purchase any such things from the Romans, as it is explicitly prohibited by law to let them have it; for the penalty is death to whoever sells this metal to them.

The prohibition would have been needless unless there had been a predisposition to maritime enterprise among the Arabians; and the existence of such enterprise largely diffused, and of the commerce maintained by it, is shown both by these strange vessels and by the swarms of pirates in the southern seas. Piracy does not flourish except along the lines of active and lucrative trade; and piracy is not practised except by populations devoted to a maritime life. The Arabs of the ocean were like the Arabs of the land, armed and hostile traders—as was the case with the more ancient Greeks as declared by Thucydides, and as is always the case in early navigation.

A further evidence of this commercial, maritime, and predatory character of the Arabians in the middle of the first century of the Christian Era is supplied by the elder Pliny. He says—

What is surprising is that an equal part of the population lives by commerce and by robbery. Altogether, these tribes are excessively wealthy, for the wealth of both Romans and Parthians chiefly settles upon them, as they sell whatever they obtain from the sea or the woods, and buy nothing in exchange.

These things taken "*e mari*"—from the sea—may have been in the contemplation of Pliny coral and pearls; but they may have included, in reality, things brought by legitimate or rapacious commerce from the more distant East.

Such a presumption is strengthened by the statement of a later writer, Flavius Vopiscus, who, speaking of Firmus, the Egyptian tyrant, and the friend of Zenobia, says—

He maintained a close intimacy with the Blemmyes and with the Saracens, and often sent merchant-vessels to the Indians.

Who were the mariners on these merchant-vessels? and who were these Saracens? The Egyptians were never a seafaring people. The Phœnicians held their carrying-trade and furnished their sailors under the Pharaohs; the Greeks of Alexandria under the Ptolemies; and Alexandria under the Roman Empire was what it is now, merely a place of trans-shipment. We have seen reason to believe that the Arabians were a sea-going race, "whose home was on the mountain waves, whose

empire was on the deep." Such may, and probably must, have been the Saracens alluded to in connection with Firmus. They may have belonged either to the Æthiopian or to the Arabian shore of the Red Sea; for the Arabs had crossed that sea ages before, and had occupied the Upper Valley of the Nile, spreading over Nubia, Abyssinia, and the Somanli country. The inhabitants of Æthiopia are called Arabs by Lucan; and the Arabian occupancy is still attested, according to Max Müller, by the Arabic character of the Æthiopic or Abyssinian language. The district around Egyptian Thebes is called Arabia by Strabo, who further states that the mines of emerald and other precious stones near Myos-Hormos were worked by the Arabians, who dug deep galleries in the hills. This movement of expansion had commenced before Pompey conquered Syria; and the Christian kingdom of Queen Candace in Apostolic times was, in all likelihood, of Saracenic origin.

The African king, Juba, says that the dwellers by the banks of the Nile from Syene to Meroë are not Ethiopian but Arabian populations. Moreover, the City of the Sun, in the neighborhood of Memphis, was founded by Arabians.

The last statement must refer to the Shepherd Kings of Egypt.

The testimony of Juba, preserved and endorsed by Pliny, furnishes evidence of the early extension of Arab settlements on the western side of the Red Sea, and probably also of the early intrusion of Bedouins into Africa, both circumstances being strikingly illustrative of the appetencies, aptitudes, and future career of the Saracens.

If, however, the Arabians were employed by Firmus in his Indian commerce, it may be with much confidence concluded that he had recourse to the Arabs of the harbors of Yemen, or Arabia Felix.

A very strong presumption is thus raised for believing that the Arabian cities of the coast were engaged, from a very remote period, in an active and lucrative intercourse with the further East. A large proportion of the always wealth-producing commerce of the East Indies passed through their hands. It is true that this conviction rests somewhat upon conjecture; that the testimonies by which it is supported are widely scattered, and must be gathered from the incidental statements of unfamiliar authors in ages far separated from each other; and that it is only by careful appreciation and diligent collation that any adequate assurance can be thus arrived at. Hence, it has been necessary to employ, and to bring into connection with each other, loose fragments of information accidentally embalmed in historians of different nations, tongues, and periods. Arabia

has no history before Mahomet, and had scarcely any ante-Mahometan literature. Nearly all the knowledge that can now be procured in regard to country or people must consequently be sought from foreign sources, and of such sources there are scarcely any but the Hebrew Scriptures and the Greek and Latin classics.

Until very recently there were no other means of information on this subject; there was no mode of obtaining authentic knowledge or of reaching reliable conclusions on this important topic, whose solution is of equal interest for the history of commerce and for the exposition of the process of historical development. Heretofore, in consequence of ignorance of the pre-Islamite condition of Arabia, the sudden outburst of Arab conquest, and the rapid establishment of Saracenic empire were marvels at variance with the whole tenor of history. All before was darkness, obscurity, restless but inefficacious life; affecting the order of humanity no more than the hills, thrown up in multitudes by myriads of busy ants, affect the landscape.

Anon out of the earth a fabric huge
Rose, like an exhalation,

without explanation, without intelligible cause, without cognizable preparation.

The publication of Sir James Emerson Tennent's elaborate and instructive work on Ceylon supplied many novel and important data for a satisfactory inquiry into the early condition and commercial relations of the populations of the Happy Arabia, and afforded the first direct evidence of their ancient and extensive communications with the remoter East.

From the remains of the Singhalese Historians, made known by Sir James Tennent, it is manifest that Ceylon was, in the most ancient times, an intermediate post of commerce for the interchange of the various rich commodities of India, China, and the Spice Islands for those of Egypt, Arabia, Babylon, Phœnicia, and Western Asia. From the evidences adduced by him, it is evident that the ships of Tarshish from Phœnicia, and those sent out from Ezion-Geber by King Solomon and King Hiram to Ophir, visited the ports of Ceylon. These vessels which descended the Red Sea must have been navigated, in part at least, by Arabian sailors, for the Jews were never a maritime race. Here, then, is a strong probability that Arabian commerce with the extreme East had commenced 1000 years before the Christian Era.

When the kingdom of Solomon was rent in twain (A.C. 975), when Israel (721) and Judah (605) were carried into captivity by Shalmanezzer and Nebuchadnezzar; when Tyre was

conquered and overthrown by the latter monarch (572), and especially when it was finally destroyed by Alexander the Great, (332) the Indian commerce, perhaps greatly reduced in the aggregate, must have remained principally in the hands of the Arabians.

Such inferences are corroborated by the curious and diligent examinations of the incidental notices contained, and the facts implied, in the Arabian Nights' Entertainments, which are an abundant store-house of valuable suggestions and of mythical traditions for the reconstruction of the primeval periods of Oriental history, when artistically, critically, and cautiously examined. They contain fragments of tale and song, and legendary accounts floated down and water-worn on the passage from times preceding the Bactrian or Scythian expeditions of the very fabulous queens, Nitocris and Semiramis.

But these inferences are still further confirmed by a work of a much later day. Cosmas Indicopleustes, or the Indian Voyager, who lived under Justinian I. and Justin II. (535,) and, therefore, belongs, like Procopius, to the generation before Mahomet, gives us the account of Ceylon which he received at Adule, on the Red Sea, from a Greek trader by the name of Sopater.

In this narrative it is stated, in regard to the early part of the sixth century: "A great number of vessels from all parts of India, Persia, and Æthiopia are in the habit of trafficking with Ceylon." Æthiopia, like Cush, is a wide and indefinite term, and may include Southern Arabia as well as the upper waters of the Nile, which we have seen occupied by Arabians six centuries before. But Cosmas proceeds to say that "Ceylon transports her commodities to Sindus * * and also to Persia, Homerite, and Adule; from all which localities receives in exchange merchandise, which, together with her own products, she forwards to the interior of India."

Adule belonged to those Æthiopians who lay south of the Blemmyes, and may have been identical with the Saracens with whom Firmus formed his alliance. But the Homeritæ dwelt in the south-western angle of Arabia, and from their ports the chief routes of commerce extended by Mecca and Medina to Petra and Syria, and across the Red Sea to Axume and Adule and thence to Egypt. These were among the most ancient lines of trade. Another route extended from Gerrha, at the mouth of the Persian Gulf, across the Desert, to Petra. These Gerrhæans are mentioned by Strabo along with the Sabæans as the wealthiest of the Arabian populations.

This notice of Strabo enables us to refer to the period immediately before the Christian Era much that is mentioned

as characteristic of the maritime provinces of Arabia, as characteristic of them in his day. The foundation of Alexandria did not transfer to Egypt the oriental trade of Tyre and the other Phœnician cities, at least by sea; for we are informed by Pliny, as well as by Strabo, that few vessels from Egyptian ports navigated the Red Sea under the Ptolemies, while whole fleets sailed from Myos-Hormos to India after Egypt became a Roman province. Strabo declares, "that although he saw in the harbor of Myos-Hormos as many as one hundred and twenty ships of burden destined for India, yet he never heard of more than one or two vessels at most having undertaken the voyage during the reign of the Ptolemies."

The Indian commerce had, indeed, centered in Alexandria under the Macedonian dynasty; but it was not conveyed through Egyptian navigation. It was largely in the hands of Greek merchants, as the grain trade of London with the Levant now is, and it seems to have been conducted mainly through the marine service of the Arabians. "Some kind of connection," says Heeren, "between the two countries [Egypt and India] appears to have subsisted under the Ptolemies; but only through the medium of Arabia;" and this condition of things apparently continued under the Roman domination.

When Justinian sought to engage Elishœus, king of the Abyssinian Christians, and Abramah, king of the Christian Homerites, in a war with Persia, he offered them the monopoly of the silk-trade. The offer would have been ridiculous, if the Southern Arabians had not already possessed maritime intercourse with China, and been fully sensible of the importance of the trade. The temptation was sufficient to induce one expedition, which pointed the way for Mahomet, and would have the more significance for him, as his grandfather, Abdol Motaleb, was Prince of Mecca when that city was invaded by the army of the Abyssinians and Homerites on this occasion, and made the celebrated reply to the proposals of Abramah, which is repeated in the biographies of Mahomet.

These Homerites were stated by an historian long subsequent to the rise of Islamism, George Cedrenus, to have been Jotanidæ, or of the ruling Arabian race before the promulgation of the new religion; and they are distinctly alleged by him to have been a mercantile people.

But the existence of this East-India trade is explicitly noticed by Strabo. "At this time," says he, "the whole of the Indian merchandise, and the Arabian, and that which is transported to Ethiopia down the Arabian Gulf, is concentrated at Coptos. This is the emporium of all such cargoes." This Indian and Arabian merchandise may have been simply the commodities

brought from India and Arabia, without any indication of the nationality of the traders or carriers. But the previous indications render it improbable that the principal trade was anything else than Arabian. So strong is the force of the accumulated evidence on this point, that a very late and able writer, in Smith's Dictionary of the Bible, goes so far as to affirm that "the Southern Arabians carried on all the commerce of Egypt, Palestine, and Arabia, with India, until shortly before our era * * * those Himegerite Arabs, whose ships carried all the wealth of the East either to the Red Sea or the Persian Gulf." Abundant evidence has been presented to show that this Arabian trade continued under the Roman empire. Doubtless it had been greatly diminished in the three centuries between Constantine and Heraclius, by intestine troubles, by Roman and Persian wars, by the decay and rottenness of the Persian and Roman empires, by the Vandal conquest of all Northern Africa, and by Hun, Ostrogothic, Visigothic, Frank and Lombard appropriations of the Roman domain. But these circumstances, while destroying the wealth of the populations with whom the Arabian trade had been carried on, and thus drying up the channels of Arabian commerce, and impairing that commerce, would have the effect of increasing the irritability of the Arabian communities thus deprived of their hereditary outlets, occupations, and prosperity, and of concentrating their energies and inflaming their desires for any new enterprise of daring and of promise.

It may not be rash, after all the testimony adduced, to say that probably, if not certainly, a great portion of the carrying and other trade between Ceylon, India, and China, on the one side, and Egypt, Western Asia, and Europe, on the other, had been in the hands of the Arabians since the days of Solomon, and especially since the overthrow of Tyre. They would thus have enjoyed an enriching, growing, and civilizing commerce, for the long period of sixteen hundred years, at the time of Mahomet's appearance; and, from the peculiar circumstances of different portions of the Arabian population, would have acquired all the elements of military, civil, and commercial culture requisite for the inauguration of a grand and brilliant career, as soon as any favorable conjuncture might unite their diversified resources and direct them against their daily declining neighbors.

The strange and otherwise anomalous phenomenon of the apparently instant outburst of Saracenic power, Saracenic enterprise, Saracenic daring, Saracenic culture and refinement, is thus explained. It was not sudden; it had been prepared through ages, like all the mightier developments of humanity.

All the elements of wealth, all the stimulations to improvement, all the inducements to adventure, all the means of greatness, had long been in their possession, though scattered and dissociated. What was needed was only union, opportunity, and a great purpose, and this was furnished by Mahomet's promulgation of a new religion.

The long-accumulated resources of the Arabians, and the capabilities of the people, were, indeed, concealed even from themselves by the seclusion of their vast territory; by the dissipation of their strength among petty princes and multitudinous tribes; and by the rude, nomad and undisciplined life of the children of the desert, who were alone brought directly into territorial and hostile contact with the great adjoining monarchies. But the materials for a portentous explosion had been slowly gathering in Arabia, and waited for an accident to combine and fire them.

ART. II.—MEMORIES OF THE WAR.

THE effort to establish an independent government was placed distinctly, by the Southern leaders and people, upon a religious ground. "It is for the maintenance of our religion against the inroads of rationalism and infidelity," said Bishop Elliott in his funeral discourse upon the death of Polk. Upon that conviction the Bishop of Louisiana exchanged the gown for the sword. Upon the same conviction the almost inspired eloquence of Palmer was heard sabbath after sabbath at New-Orleans, and the profound logic of Thornwell, whose match has seldom been found in the Christian pulpit, spoke in South-Carolina. So spoke the bishop and clergy everywhere, and so felt and believed the people. Thus the Church was entirely and as a unit in favor of the movement, prayed for its successes, blessed its standards, and anointed its dead.

The Constitution of the Confederate States recognized, in its first clauses, the existence of a superintending and all-wise Providence,—which had been omitted in the Federal Constitution; and the frequent declaration of fasts and thanksgivings, by Congress and the President, was further evidence of the fixed and abiding faith in the justice of the cause, and in its divine sanction. In fact, it would have been as easy to shake the popular mind in its faith in the great truths of Christianity itself, as to shake it in this particular.

Thus the Church preached every where arms; thus the clergy exchanged the prayerbook for the bayonet, and thousands followed the standard, preaching to the soldiery, nerving them in

the hour of conflict and ministering to them in the hour of death. Conscription was unnecessary to draw them forth. The religion of Christ elevates and purifies, but does not annihilate, the citizen and the patriot. The church-bells which had called generations to the worship of God were cheerfully sent to the foundry, to reappear in dread artillery; and the churches themselves, whenever needed, were cheerfully converted into hospitals. The enemy pleads this as his excuse for the merciless manner in which he often dealt with these edifices. The clergy in conquered precincts preferred exile or the prison-house, rather than the oath of allegiance to the United States, or putting up a prayer in behalf of its President. The venerable Bishop Greene, it was thought, went too far, when he refused to take part in services where such a prayer was put up by another; and Father Mullins, of New-Orleans, said, that so far from objecting to perform services over Federal dead, *he would do so with the greatest satisfaction.*

If it was found difficult to keep up church-organization, on account of the absence of the clergy in the field, it became equally difficult, in fact impossible, to keep up schools and colleges in the country. Schoolmasters were in the front, as it was facetiously said by one of the generals, teaching the young idea how to shoot. Professors rushed to the field, commanding, sometimes, the boys they had taught. The boys themselves, even youths of twelve or fourteen years of age, refused to be kept to the routine of the school-house. They were intoxicated with the idea of the tented field and glorious war, and alarmed lest the contest should cease before they were enrolled. Parental solicitude was insufficient to check their ardor; this very solicitude was often the food which fed it. The government itself had frequently to interfere to prevent such enlistments; and in one instance General Beauregard ordered back to their schools a large number of almost children, who had run away from their institutions. Conscription exempted but a limited number of schoolmasters, but there was no time for education. The young boys at home performed the duties of their brothers and fathers abroad, and displayed capacities far beyond their age; the girls were needed in domestic avocations, and thread, needles, and the loom, were far more indispensable than books.

As for literature, it was entirely at a standstill. The intellect of the country was in the army, and hence there were few books published. In fact, had there been writers, there were no printers and binders, and no paper. Some few poems appeared now and then in the newspapers, of high merit, but beyond these, and some translations and works of a military character, there was little done. A new book did now and then run the blockade, but not

for sale; it passed from hand to hand, as a rare treasure to be guarded. Blockade-runners could not waste their valuable space with books. Those of us who had tastes in that direction sighed to know what was doing in the great outside literary world, but could never be gratified.

What has been said of books was true of newspapers. How rapidly did they die out! The village sheets, which had roused the sentiment of resistance, scarcely survived the blow. Soon none of them were left, and only in the larger towns and cities was it practicable to maintain a press. The issues, even then, were generally sheets of insignificant dimensions, a single leaf, shockingly printed upon paper which rivaled in coarseness and dinginess that which had made up the bundles of the shopkeepers. They commanded any price, ten cents, twelve cents, fifty cents; and were made up mainly with war news. Some of the papers in Richmond, Mobile, and Charleston, were exceptions to the rule. In all the fortunes of the war, however, the freedom of the press was sacredly maintained; which was in great contrast with the action of the United-States authorities in arresting editors and suppressing newspapers in cases without number. I know that it was held that the President's power to exempt or conscript editors gave him virtually a power over the press; but it is very certain that he never exercised it, but submitted to the greatest latitude and comment on all his measures. It was thought by many reflecting people among us, that too great freedom of the press was unfavorable to success in such a crisis.

If we had no books and few newspapers, we were even worse off in the matter of amusements. Our singers, clowns, and *dramatis personæ*, had always been imported from the North and Europe; and these all took to flight when the guns were heard, and returned no more. A theatrical company was, however, kept together at Richmond, Mobile, and Augusta, enlivening the soldiers and denizens at those points; but beyond that the tragic and comic muse were still. Amateur companies started up now and then, and gave much amusement to the villagers. The young ladies performed parts in these, and acquired such facility, that many feared large accessions would be made to the ranks of the stage from their number after peace. Amateurs equalled the professional artists; but the object was charity to the soldiers, and none objected. So concerts were gotten up everywhere in the same unprofessional way, and "The Bonnie Blue Flag," "Dixie," and "My Maryland" were sung by lovely girls, to the bewilderment of soiled and ragged soldier boys. There were no balls or large parties, for there was little disposition for such amusements; but at some

points contiguous to the army, it was not uncommon to get up a kind of spontaneous entertainment called storm parties, at which there were no refreshments, but where the light fantastic toe was tripped by gay belles and gallant officers. At times this was carried to excess, and not a little dissipation, and some demoralization, were the natural result. Such scenes were in sad contrast with the sufferings of the country.

ART. III.—CUI BONO?—THE NEGRO VOTE.

PORT ROYAL, VA., *September 17th, 1867.*

MESSRS. EDITORS—The Radicals have overreached themselves. The negroes throughout the South are determined not to become their allies and supple tools, but to set up a party of their own, and to vote for none but negro candidates for office. They naturally reject with scorn and contempt the Radical proposition that henceforth there shall be no distinctions of color or race, but that all men shall stand on their own merits. They see, that under a thin disguise, this is a proposition that the negroes shall do the voting; and the Radicals fill all the offices. Four millions of negroes in the South, they insist, by virtue of their numbers and their loyalty, are entitled to fill most of the Federal and State offices at the South, and not to become mere hewers of wood and drawers of water for a handful of false, hypocritical, newly-converted white Unionists. Thrown upon their individual merit regardless of color or race, and they know that no negroes would be elected or appointed to office, for more capable white men are everywhere to be found. Obliterate all distinctions of race, and the negroes at the South, like those at the North, would become outcasts, pariahs, paupers and criminals. They would be confined to the most loathsome and least lucrative employments, and spend half their time in prisons, work-houses and poor-houses. They know that mere political equality would at once condemn them to social slavery—and they see at the North, that this social slavery, or slavery to skill and capital, of an inferior to a superior race, is the worst possible condition in which human beings can be placed. You, and your readers, must see that the negroes will not be satisfied with a nominal, but deceptive equality, but are everywhere determined to become masters of those who lately owned them as slaves. We admire their pluck. They are all armed and ready; all burning for a fight. They are impatient at the tedious process of reconstruction, and lavish much more abuse upon the Federal soldiers, the Freedman's Bureau and the Radicals, than upon the Secessionists. So soon as invested with the voting franchise, they will be full masters of the situation, for they constitute a majority on every acre of good land (except a little about the mountains) from Maryland to Florida, from the

Atlantic to the Mississippi, and from the Rio Grande to Memphis. By mere voting, and selecting none but negroes as county, state and federal officers, in the favored regions where they constitute the majority, in two or three years they might expel the whites from all the fertile sections of the South, and turn those sections into hunting, ranging, fowling and fishing grounds, just as they were held, or infested by the Indians. Nature seems to have intended all the fertile portions of the South for mere roaming grounds for savages, for no where else on the globe would bountiful Nature enable savages to live with so little labor. It would be far easier for negro savages to live without labor on the sea, gulf and river coasts in the South, than in any parts of Africa. Wild fruits are ten-times as abundant in these favored sections of the South as in any parts of Africa; and so are fish, oysters, water fowl, and forest game. Give the negroes the right of suffrage, and at once they become masters of the situation throughout every acre of good land in the South, except about the mountains. They would only have to elect negro judges, sheriffs, justices of the peace, constables, jurors, etc., in order to expel the whole white population, except here and there a few old, infirm, silly, infatuated landholders. Our mechanics have nothing to do, and are rapidly emigrating. White common laborers or hirelings have all disappeared. We have not seen a single one since the war. There is nothing for our educated, enterprising young men to do here, and they are all removing. We have no industrial pursuits, except farming, and that is carelessly, lazily and languidly pursued by a few white landowners, and by troops of freedmen, who work occasionally, in a desultory way—say, on the average, three days in the week. The negro tenants, next year, will claim half of our lands, and negro judges, jurors, justices, etc., will sustain their claims—that is, provided, negro suffrage turns over the South to negro rule. It is a monstrous absurdity, cruelty and attempted deception, to invite white men from the North to settle in the South, subject themselves to negro rule, and probably, ere long, to be massacred by negroes. No! Let the whites at the North first expel the Radicals from power, deny to the negro the rights of citizenship, make him a subordinate, or mere coarse, common laborer, as God and Nature designed he should be, and these white men from the North will find the South a delightful residence. Now, no sane man would live here longer than he could make arrangements to quit but for the hope and expectation that Radical rule is nearly ended, and that the Northern Democrats, soon to come into power, will do justice to the whites of the South, and the whites of the North, by putting the negro to work, and leaving voting, legislating, and governing, to the whites.

We have said that the negroes, so soon as they become invested with the right of suffrage, will become masters of the situation, and may seize on and hold all of the property of the whites, without redress on their parts; for negro jurors, justices and judges,

taught by Northern Abolition emissaries that they (the negroes) are the rightful owners of all Southern lands and other property, would be sure to profit by the lessons they have thus learned. But they are impatient. This is too slow a process for them. We assure you, and your readers, and the entire North, that the freedmen (with very few exceptions) are anxious, impatient, burning with desire to begin the fight—the war of races—at once. They hold incendiary meetings, caucuses and conventions every day. They are all around; they are continually drilling in defiance of law. They have every where secret military organizations; they daily defy and insult the Federal troops and the Freedman's Bureau. They are ready and anxious to fight all the whites both North and South. They believe themselves far better soldiers than the whites, and are ready to attempt the expulsion or extermination of the whites. Unless the elections at the North, this fall, show a decided Democratic gain, the war of the races will begin ere the commencement of another year. And what will be the consequence? Why, a few hundreds or thousands, whites, men, women and children, will be massacred by the negroes; and then, in retaliation, hundreds of thousands negroes will be exterminated by the infuriated whites. This war of races will brutalize whites as well as blacks. Yet, knowingly, willfully, premeditatedly and advisedly, the Radical leaders are bringing about this inhuman and bloody result. And for why? Not to make allies of the negroes, for the negroes hate and despise them, and are everywhere busy in building up a negro party and in nominating negro candidates for office. They are equally the enemies of radical measures and radical men. In all their meetings in the cotton states, they denounce the direct tax on cotton, and will be sure to oppose the protective tariff, or indirect tax on cotton and other necessities of life; for such taxes fall most heavily on the laboring classes. They will, for like reasons, be sure to advocate the repudiation of the National debt; whilst white representatives from the South would vote for its payment to the uttermost cent; for such payment would obviously be part of the terms of Reconstruction, which no honest Southron would attempt to violate. Besides, this war of races would involve the North also in war, increase the National debt, greatly increase Federal taxation, destroy altogether the Northern market for her merchandise and manufactures at the South; put a stop to the production of cotton, rice, sugar and tobacco; render reconstruction equally hopeless and undesirable; divide, probably, the Union into a half dozen separate nations, and involve the whole country, without distinction of race or section, in one common, irremediable ruin. But we hope and believe that Northern men begin to see that the continuance of radical rule is rapidly bringing about these disastrous results, and that they will soon hurl these cruel, dishonest and disorganizing rulers from the seats of power, do justice to the South,

restore the Union on constitutional terms, and renew amicable and profitable relations between the lately hostile sections.

With us in tidewater Virginia, and I presume the same is true every where south of us, all is indecision, confusion, chaos. Men live from day to day, from year to year, from hand to mouth, without any settled or fixed plans of future life. Houses innumerable have been burnt or destroyed, and not one is rebuilt. Dilapidated houses are not repaired. Fences and enclosures of all kinds have gone down, and no one thinks of renewing them. Lands are cultivated merely for present profit, without a thought or purpose of improving them, for no one knows how soon his lands may be confiscated by the Radicals, or seized upon by the negroes. Our native white population is deserting, and no immigrants coming in. Before, and up to the time of the war, our rivers were alive with Northern vessels, every family in tolerable circumstances had its Northern teacher, male or female, and our roads and court-yards swarmed with agents and drummers, peddlers, etc., from the North. Now, all this is changed, and not a single individual, male or female, visits us by land or water from the North. A "Live Yankee" has not been seen in these parts for the last six months. And why come to be subjected to negro competition,—and soon—still worse,—to negro rule? No Let the Northern men stay at home, and first put down the negroes and the Radicals. Then, the South, and not till then, will be a place fit to live in. Then, we will find room and extend the most cordial welcome to five millions of Northerners, if they will come among us,—without regard to their opinions, political, social, or religious. We know, when they see things here with their own eyes, and become identified with us in interest, that they will all make most valuable citizens. But at present, none but a negro amalgamationist should remove to the South.

ART. IV.—THE UNCONSTITUTIONALITY OF CONGRESSIONAL ACTION.—THE PARAMOUNT UNWRITTEN LAW.

THE fallacy underlying the recent action of Congress and of the executive department in the passage and execution of illegal acts based on the idea of a supposed conquest, and mis-called laws, consists in not observing the well defined subordination of every thing new, purporting to be written law, not only to a higher written constitution, but also to the still higher known unwritten law, which no human legislation can change.

Congress seems to have acted on the supposition, that, not only in regard to the mere business operations of the government, but also in matters of lasting polity, it could make, invent, fabricate laws; and was not bound merely to seek out and discover what

had been the unwritten law in such matters from the beginning, and to announce it in the forms of legislation, as a court might, in a judicial form. Congress imagines that whatever it puts in the form of a bill, and passes over the executive veto by a majority of two-thirds—although it openly violates the Constitution, and even although it is treason, and commands treason—is law, which the executive is bound to execute. The executive, too, fancies that he sufficiently “preserves, protects, and defends” the Constitution, when he vetoes an unconstitutional act, and, after it is passed over his veto, executes it to the very letter, although it may command any and every crime, even treason. Yet the arrest of a traitor Congress for treason would test the validity of its acts by the courts.

May it not, in fact, be shown, that, in view of the unwritten law, the so-called Military Reconstruction acts of Congress, passed over the veto of the executive, are not only void as law for the reasons before stated, but are also actually treasonable to the people of the United States mentioned in the Constitution, the white people, by way of adhering to their enemies and giving them aid and comfort; inasmuch as these acts commit political power to those who have ever been for four thousand years, wherever they have had power, in both hemispheres, in every way, as a race, enemies of the whites, and particularly unwilling to share that power with the whites, as, in latter times, in Spain, in St. Domingo, and in Liberia?

To pass by ancient examples of this enmity: the recent action of the negro in Liberia excluding the whites by legislation from political power in that land of the negro,—is right in Liberia; but it shows what the negro would do here, when and where he could. It shows also that the negro knows instinctively what the great unwritten law clearly commands: that one race only ought to have political power in the same country, each race in its own; and that the same limitations apply to the rights of whole races, as apply to the rights of families and of individuals in the same race: so that each race has peculiar and exclusive rights, among which is the right of government in its own country, as an individual has in his own house. This legislation of the negro is immeasurably above the recent acts of the American Congress in every thing that constitutes statesmanship. For it acknowledges a fundamental principle of the infinite law, and leads to internal peace, and to the national development and prosperity which that peace insures; and it gives fair promise of a new, a mighty, a free, and a happy state. The legislation of the American Congress does violence to the same fundamental principle, and thereby establishes a certain source of internal discord, and of that decay which discord ever produces; and it threatens to remove the foundations on which certainly the freest and, perhaps, the most powerful of the established empires of the world has hitherto reposed.

That this legislation of Liberia is in accordance with the commands of the infinite law, as contained in the Bible, may be easily proved. Nimrod, the great hunter, and who is related to have been the first king, was a descendant of Ham. In the time of Peleg, when the earth was divided,—politically of course,—all the inhabitants of the world, including necessarily the white race, were under one government, that of Nimrod's descendants, sons of Ham. The hopeless despotism of this government is shown by the fact that the whole world was set to work on the erection of one of those immense, useless, and heaven-daring structures, the ruins of which still remain to testify the wasted energies, and the immemorial slavery, of the dark skinned races. It is briefly recorded that God disapproved this state of things, and "scattered" the nations. The necessary result of this act, and it is fair to argue, its design, was, by separating the races, to free the white race from the tyranny of the sons of Ham. The date of this political division, or separation of the races, is B.C. 2247, or 4114 years ago. So that the question which troubles us to-day, concerning the conflicting rights of the races living together in the same country, is, in fact, the oldest political question on record. God's policy on this question, more than four thousand years ago, His command, was the separation of the races. The white people, however, disobeyed this policy, and went to Egypt among the colored people, and in consequence again became slaves to the sons of Ham. God again interfered on behalf of the enslaved race, and again commanded separation. He said to Pharaoh "Let my people go!" The date here is B.C. 1491, or 3368 years ago. The white race then moved up from Egypt into Palestine, and was surrounded by the Jebusites, Hivites, Amorites, Perizzites, Canaanites, and others,—all sons of Ham. Once more God expressly commanded the white race to keep themselves separate from, and to hold no communion with, these sons of Ham.

The legislation, therefore, of Liberia, viewed in the light of the Bible, is the echo of the very law of God. It is a voice giving to Congress no uncertain warning of what it may expect from the exercise of political power here by the negro. It is a voice also to the negro from his own race, and calling unto him from his own promised land, beyond his Jordan. It tells him as the deliberate, unbiassed judgment of his race, that his security and his happiness depend upon his separation from the white man; and God has declared it for the benefit of the white man also, that this separation should take place.

Separation being now shown to be for the mutual benefit of both races, by testimony irresistible to both, every thing necessary to start the modern exodus is prepared. Congress is impotent to prevent it. The navy, and the engineer department of the army should aid it by their science and their skill. True philanthropy, under the humbler name of simple justice to both races, and which will also effect the Christianization of Africa, de-

mands of Congress to assist the movement by an organizing commission; by the purchase of territory; by moderate bounties in land, money, seed, tools, stock; by the temporary support of schools and churches; and by whatever else is worthy to manifest the enterprise, the resources, and the national good will of the whites. This arrangement would not be one-sided; for while the blacks would gain a country, the whites would save one; and while the whites would pay, and the blacks would receive, a very large sum of money, the whites would get it all back, with interest, in the increased value of their land at home, which would be repeopled by white laborers with new capital from abroad.

The office of Moses is not in the programme of the coming exodus. The Red Sea is passed. Already "the Lord hath triumphed gloriously: the horse and his rider hath he thrown into the sea." The desert and the Jordan are one. The Atlantic is its name. Whenever the priests are ready to take up the ark of the covenant, and pass over before the people, the Atlantic's rising waters "shall stand as an heap;" and the host shall march over dry shod to the mingled music, it may be, of the storm and of the stream. Jordan may be a hard road to travel, but it is the road after all. For on Jordan's other shore are groves of stately palms, of orange and banana trees; and fields of corn, of rice, of yams, of cotton, and of sugar cane; rivers of milk and honey, and rivers with their rolling sands of gold. Nor are there sons of Anak in that land. Needless, therefore, is the martial office of ancient Joshua. The modern Joshua is he who guides the eager ship panting to begin its course, and shouts his stirring "all aboard!"—above the whine of Congress hanging on to the coat tails of the emigrants, and begging them to stay and vote the republican ticket—just once.

The legislation of Liberia, therefore, proves the reconstruction measures of Congress to be not only treasonable to the whites, but opposed to the interest of the colored race.

St. Domingo, like Liberia, rises up, with still louder condemnation, in judgment against Congress.

Did not Congress know also the story of the Moors in Spain? Let Congress heed it now. Count Julian and his dissatisfied party of the Goths in Spain invited, as auxiliaries against their brother Goths, the Moors from Africa. Does Congress mark the parallel? History further says, that the cunning Africans, once in Spain and in power, refused to be longer considered as auxiliaries; but liking the land they conquered it. Does Congress observe the issue of the political experiment of the Goths? Most disastrous it was. But the Goths then,—if they had not been blinded by party animosity and by the desire of party success,—might have foreseen that issue as easily as Congress now may foresee the issue of its African experiment. For the Moors in Spain, in the year of grace 712, did only what the Anglo-Saxons, in the year of grace

449, had done in England,—and what either Moors or Anglo-Saxons would repeat to-day,—as Liberia well knows, and has wisely provided against.

Will it be said that the Goths of Congress are bold and sly, and intend to throw aside and bully and outwit their allies? So, too, thought Count Julian and his faction of traitor Goths. But they made a mistake—a mistake that cost their country, Spain, a war of near eight hundred years, hardly interrupted by a truce; a war from the year 712, when the Moors conquered the whole country, to the year 1492, when their last possession there was lost to them forever. This war of reconquest was gloriously commenced by Don Pelayo, with a few unsubdued patriots, in remote mountain fortresses, and was then, for nearly eight centuries, illustrated on every hill, and valley, and plain of the whole land, by deeds of immortal valor by that peerless chief of chivalry, Don Rodrigo Diaz de Vivar, by the knightly companies of Alcantara, of Calatrava, of St. Iago di Compostella, and by countless others among the whites, whose names, with those of many a Moorish foeman worthy of their steel, survive in story. It was magnificently closed by the conquest of Granada by that great captain of the whites, Gonzalo Hernandez de Cordova y Aguilar. If war is not a blessing, the Moors in Spain had little reason to bless the traitor Goths, their selfish allies.

Let the renegade and recreant Goths of Congress read the history of Spain, and then flaunt, if they will, their Moorish banners, and shrink behind their superior, though deluded, allies,—decidedly superior, in their own country, in statesmanship. For their lives, and, in the Providence of God, there always will live, to meet them in whatever field they may dare to put in issue the great unwritten charter of every race, which secures to each the right to govern its own country, a legal or a martial champion of the whites,—a great Miltiades, or Scipio, or Charles Martel, or gallant Cid, the Campeador, in arms,—or as great a Henry, or Jefferson, or Hamilton, or Clay, or Webster, in law.

It seems impossible to avoid the conclusion that the late acts of the American Congress, so far as they purport to give substantial political power to the negro in the United States, even for a temporary purpose, fasten on that Congress that treason to the white race which includes treason to the white man's country, and is the greater crime. It is manifest, that Congress is either guilty of treason, or of idyllic, Arcadian innocence.

But the innocence of Congress is refuted by the manner in which it acquired the pretended majority of two-thirds, deemed requisite to pass its obnoxious acts over the executive veto. Its designation of ten States as rebel States, nearly two years after their rebellion had ceased, and had been manifestly abandoned, and its exclusion of these States, as rebel States, in profound peace, from all representation in both houses of Congress, in order to obtain a two-thirds majority in both houses for mere partizan purposes, is a deliberate public fraud, a fraud upon the Constitu-

tion of the United States, upon the people of every State, and upon constitutional government throughout the world. For the very moment the authority of the Constitution of the United States was re-established in any State during the late war, the State became restored to the Union by the effect of previous unrepealed resolutions of Congress, the war-making power, declaring the objects of the war. It was immediately entitled to equal representation in the Senate, beyond question, as a matter of known law; and probably also to representation in the House on the basis of white population; as slavery, the reason which had allowed in the House a representation of two-fifths of the colored race, had ceased to exist. But, in order to exclude the Southern States from the unquestionable right to equal, immediate representation in the Senate, another palpable fraud upon the Constitution had been committed by Congress, by resolutions making the admission of members into either House depend upon the joint action of both; while the Constitution expressly makes each House the exclusive judge of the qualification and election of its own members. The guilt of these acts, their palpable fraud, their avowed violence against the whites, under the treasonable pretense of giving political power to the blacks, will remain forever in human memory, long after these acts are expunged from the statute books which they disgrace. These acts will be exhumed in future years by laborious students of human nature, as monuments to prove the degradation into which man can plunge in times of civil war; and how, in a free and civilized country, men who are not monsters in private life, could, by the lash of party discipline, and by the hope of party distinction and emolument, be driven on from crime to crime, until their private judgment and their individual will were surrendered to the dictation of a demoralized party, itself degenerated into a mob, and stimulating its debased congressional instruments to the perpetration of new and ever exaggerated enormities, by demoniac yells of rage and by frantic bursts of applause.

A party passing beyond its legitimate purposes, by proposing measures or principles at variance with the infinite unwritten law, may, indeed, become a mob. When such a party prevails in a government, the whole government becomes a mob. Where such a party prevails in any one branch of the government—as in the present Congress—that branch, whether legislative, executive, or judicial, becomes a mob. But mobs, and whatever they undertake: mob governments, mob laws, mob executive acts, and mob judicial decisions, are all in direct conflict with the eternal and irresistible laws of life, and are necessarily short-lived.

Congress has done its best to immolate ten States to gratify its cupidity, its lust of office. Decked with party spoils wrung from its victims, it stands before the inquiring friends of those victims, before the whole civilized world, and accounts for the possession of those spoils, for its usurped authority, with the savage bar-

barity of the western hunter, who, in reply to an Indian's tremulous question: "Where did you get those red Indian leggins which you wear?" uttered these mocking words: "I killed—a bar." Congress sports, indeed, the red Indian leggins. But it is painfully conscious that the "bar" to whom they belong is not killed, but is only playing possum; and is getting ready to come to Washington, to claim those red Indian leggins again, and that Tarik and Musa know that "bar" too well, and too favorably, to stand in the way.

A general amnesty not excluding Congress is urgently needed. The forced acceptance of the flagitious acts of Congress by the South would only render the guilt of Congress more conspicuous and more irritating to all mankind, and more certain to receive its merited punishment from the all-powerful unwritten law, which cannot be violated with impunity. If Congress shall plead philanthropy, the philanthropy of its trading politics will be compared to the philanthropy of the pork trade. Its acts will be likened to patent muzzles, to keep its white stock from squealing while taking its turn of being philanthropically killed. Congress should not have descended into a low scramble for petty offices, if it intended any one to believe in its plea of high, noble, pure, disinterested philanthropy.

But how can the military men plead anything to justify the gushing alacrity with which some of them appear, if it were possible, to have exceeded the cruel and contumelious treatment commanded by these acts of Congress towards people who are, now, their peaceful fellow-citizens? Is it a lawful command, at any time, but especially in time of peace, to violate the Constitution? The military honor of the American army must always depend upon the fact, that it acts deliberately and consciously, and not accidentally, on the side of the immutable, unwritten law; which not only accords with that instinctive wisdom embodied by great and pure men of the past in the Constitution of the nation; but which flashes in flaming characters from the inmost heart, disclosing and illumining the soldier's only road to glory.

It is important that Congress should know how it has become a mob and the organ of a mob. The loathsome disease with which it is afflicted, and which is incident to every body politic, should be traced to the abuse of powers and functions legitimate in themselves, but which need prudent regulation. It should remember, that in the exhibitions of power by political parties, as elsewhere, the law of action and reaction prevails. It should consider, that if a party does not dissolve itself openly, as soon as the general purposes of the party organization have been fully accomplished, but allows the political power accumulated and energized by the party organization to be continued in action, by a violent extreme wing, there begins that awful pendulum swing, often noticed in the history of troublous times,—from extreme to extreme. Thus the Republican Union party,—which began its

career as a vindicator of the Constitution, and which ought to have ended its career gloriously with the war by which it virtually re-established the Constitution and restored the Union,—is now hurried on, by an extreme Northern wing, into personal, partisan, selfish, and even treasonable measures, with the same reckless precipitancy as the extreme Southern wing of the old Democratic party rushed into rebellion. The popular mass of the Democratic party did not follow the lead of its Southern wing; but, for the salvation of the country, it divided; and the sound portion united with the Republican party, and gave it the solid strength which put that rebellion down. Happy will it be for the country, if the sound portion of the Republican party shall follow that good example; and shall unite with the new Democratic party, which is being organized to redeem the country from the selfish thrall of the extreme wing of the Republican party; and to wipe out all the sickening traces of its pretentious and treasonable acts; and to establish, on a basis of sound law and true policy, an era of universal peace and of general good feeling between both races and among all parties.

It would be well, also, if Congress knew, that, to whatever extreme, as the representative of the mob element of its party, it may go in its violation of the Constitution; its acts, however they may reflect the audacity of the conqueror, or of the confiscating pirate and robber, or of the renegade traitor to his race, will in the end be powerless; that even if it should, in its rage, destroy every written or printed copy of the Constitution and of the Bible, its vicious policy, opposed to both, would quickly die; while these, embraced in the great body of the eternal and infinite unwritten law, would survive forever in the hearts and lives of the people. When the author of Christianity had finished his course as a teacher, and he was asked by the High Priest of his doctrine; he referred,—not to books, or to written creeds or dogmas, which might be perverted or destroyed by the ignorance of his friends, or by the malignity of his enemies,—but to the people, who had heard him, and he asserted triumphantly, “they know what I said.” The people know it still. So, too, the people know the Constitution, and in their keeping it is beyond the reach of the High Priests and Pharisees of Congress.

In fact, the Constitution of the United States of America, corresponding, as it does, with the great unwritten charter of the world, is, in substance, the constitution of the whole white race. It is substantially the unwritten constitution of the republic of Europe. It is the realization of Europe's aspiration after a balance of power. The United States of Europe are already, for many purposes, virtually one government under this constitution. But their rule, by an occasional diplomatic Congress, is a very bungling affair; rather worse than the old confederation, which was superseded by the present federal government of the United States of America. A comparatively trifling movement, however,

in all the states of Europe, could supply, and put in operation over them, without scarcely affecting their local arrangements, the machinery of a simple federal government, consisting of a plain man, as president, who, like Lincoln, would "run the machine as he found it," of a legislative Congress with powers limited exclusively to matters of general concern, and of an independent judiciary, something like the old court of the Imperial Chamber, or the old Parliament of Paris,—with the nerve to decide "political cases." Such a general government, with the present local legislatures, judges, and administrations, slightly modified, may yet overcome Europe "like a summer's dream,"—relieving financial embarrassments, and dispelling its chronic apprehensions of war and of revolution. This is certainly demanded sooner or later, by the paramount unwritten law of the universe. This must be the common, and open, though now, perhaps, unconscious aim of the Democracy of Europe.

Let the great Democracy of the world, all true friends of liberty, know, that their real bond of union, and their true rule of action, is the infinite, balanced, symmetrical, unwritten law, which is more free than anything written can be, and which was the faith of Abraham, and has ever been, whether instinctively or consciously, the inspiration of every noble soul. Then, peace and good will among men every where as individuals, and between the races, in their proper and separate spheres, will at last prevail.

ART. V.—ON THE COLLECTION OF REVENUE.

(Concluded from last Number.)

THE Secretary of the Treasury estimates the expenses of the Government, for the fiscal year ending June 30, 1868, as follows, in round numbers:

Civil service.....	\$50,000,000
Pensions and Indians.....	25,000,000
War Department.....	50,000,000
Navy.....	30,000,000
Interest.....	135,000,000
	<hr/>
	\$290,000,000

We may soon reduce the expenses of the War and Navy Departments to an aggregate of \$50,000,000, and ought to increase the interest to \$150,000,000 by funding the legal tenders. The estimate would then stand;

Civil Service, Pensions and Indians.....	\$75,000,000
War and Navy.....	50,000,000
Interest.....	150,000,000
	<hr/>
	275,000,000
Add for reduction of debt.....	25,000,000
	<hr/>
Total.....	\$300,000,000

Population increases by births and immigration more than three per cent. per annum on the average, but production increases in a much greater ratio; and rates of taxation so adjusted as to yield \$300,000,000 now would doubtless yield \$400,000,000 within ten years. The expenses of the Government would doubtless increase, but, in the absence of war, not more than the saving of interest on the debt annually paid would amount to.

Let us now see how near we have already come to securing the sum of \$300,000,000, from the sources from which revenue can be derived with the least injury.

In the fiscal year ending June 30, 1866, the taxes imposed, either under the Tariff of Internal Revenue Laws upon the following articles or interests: Incomes, Stamps, Licenses, Banks and Insurance Companies, Legacies and Successions, Gross Receipts of Railroads, Canals, Lotteries, Telegraph Companies, etc., Tea, Coffee, Sugar, Spices, Spirits and Wines, Fermented Liquors, Tobacco, and Manufactures of Silk, amounted to about \$260,000,000, of which over \$80,000,000 was in gold from the customs.

The income tax will be reduced by being made uniform, but the tax on spirits will be increased by the enforcement of the law, it having been over \$37,000,000 in the calendar year ending Dec. 31, 1866, against \$29,000,000, in the fiscal year ending June 30, 1866.

It may be alleged that this year yielded more than an average, and there is some force in the objection; but, if we remove the internal taxes on iron, steel and manufacturing generally, that is, if we remove the impediments to production, I believe the consumption of tea, coffee, etc., the use of stamps and the aggregate of incomes, would increase; at any rate we could safely count on \$250,000,000 from such sources. In confirmation of which opinion see the letter of Hon. D. A. Wells.

If we can get \$250,000,000 from these sources, we should have but \$50,000,000 left to obtain from all other foreign imports; but to reduce the duties thereon so as to yield but \$50,000,000 would be too abrupt a change,—it would be better to raise \$75,000,000. The latter sum would probably be yielded by a tariff at about the present average rate of forty-eight per cent., less twelve to fifteen per cent. reduction, as the equivalent for the reduction in internal taxes,—say by an average rate of duties of thirty-three and a third per cent. Such rate would really give as much protection to home industry as the present tariff, if home industry is relieved from the present onerous internal taxes. There are few textile manufacturers, or none, who would not say that a net duty of thirty per cent. on foreign imports would be better for them, with the internal taxes removed, than the present high rates of duty are with the internal taxes as now imposed.

To this practical agreement I believe New England manufacturers would come. The protectionist would say, twenty-five to thirty per cent. net duty gives us all we want; and the free trader would say, We advocate for the present twenty-five to thirty per cent. net duty for

the purpose of obtaining revenue. The result is the same, but it is of the utmost importance that we start from the free trade rather than the protective point of view. The free trader cannot be swerved from a uniform system, because he looks upon the whole thing only as a necessary evil; but the protectionist is constantly in danger, because he thinks he can confer a benefit and is therefore at the mercy of each special interest.

Hence the futility of the attempts to pass a tariff bill at the two last Sessions of Congress. Each man put in his brick, until the whole structure became absurd and ridiculous, and at last it all tumbled to the ground together.

When the Committee of Ways and Means shall frame a moderate tariff, as a revenue measure, upon a fixed principle, firmly assuring the representatives of each special interest that they must adjust themselves to it as best they may, it will be very certain that the common sense of the people will compel the enactment of the law thus framed.

The question of protection has been much complicated, during the late sessions of Congress, by the claim made by the Western and Middle States for protection to agricultural products and upon materials in their primary or secondary condition, such as copper ore and regulus, raw and lined flax, hemp, jute, linseed, hides, goat-skins, salt, etc. It would seem as if the West had suddenly come to the conclusion that New England, by means of protection to manufactures, had been making money out of them, and that it was time for them to get a return from New England.

I cannot deny that if New England has derived benefit from the bounty granted under the name of protective duties, which I doubt, so far she has prospered at the expense of the rest of the country. I do utterly deny, however, that this special benefit has been intentionally secured by the advocates of protection. They have, and do still earnestly believe, that protection is a benefit to the whole community, and that their own gain is but a proportional part of the general gain. I think, however, they will find it somewhat difficult to meet the claims of the Western men, if they adhere to the doctrine of the expediency of protection; and that such is actually the case, is proved by the recent combination of the wool growers and the woollen manufacturers.

The wool growers' claim has been admitted, and a protective duty has been placed upon foreign wool. This claim might have been presented in a much stronger manner than it has been. The wool growers might have said to the manufacturers, "You advocate protection to American labor, and insist that you are its representatives because you are manufacturers: your claim is well grounded. American labor should be protected, and, if this is to be secured by protection to manufactures, *we* are the real *manu*-facturers. Nature has given such conditions of climate and soil to Ohio that to make wool we must *with our hands* build fences and barns, and cultivate the land, and also shear the sheep. Our wool is a manu-

facture; and, in numbers, we, the agriculturists, are greater than those who operate your machinery."

The manufacturers of woolen fabrics must admit the claim, and they have done so. The result is a higher bounty to each of these interests.

The claim of the wool grower cannot be met by an advocate of the principle or expediency of protection, but can be easily controverted by the advocate of free trade. What is the claim of the wool grower of Ohio but this, that he shall substitute human labor for the free sunshine which nature has given to South Africa, to Syria, and to South America; and that the community who use wool in the form of woolen garments must be made to pay for such useless labor.

The wool of South Africa and South America may be said to represent four parts sunshine and soil, gratuitous and common to all, to one part of human labor measured at the rate of twenty-five cents per day. The wool of Ohio represents, on the contrary, two parts of sunshine and soil, to three parts of human labor measured at the rate of \$1 per day.

Protection to wool is only an artificial impediment by which we shall be prevented from enjoying the larger bounty of nature with which God has endowed South Africa in this one respect. We refuse it, because it is gratuitous and common, and, as a nation of thirty-six millions, we charge ourselves with a bounty for the possible benefit of half a million interested in wool growing.

Bastiat's satire, in the form of a petition of the candle-makers and tallow-chandlers of Paris to be protected against the light of the sun, by having all the windows closed, and the streets roofed over, is not more absurd.

On the other hand, can the manufacturer of woolen cloths and other fabrics substantiate his claim to protection? He has no greater claim to a bounty; and has, at this time, only a right to be spared the disaster which a sudden change in the revenue policy would cause.*

To the advocate of a revenue tariff, from the free trade standpoint, the problem is perfectly simple. His ground is this. If we had no expenses, we should need no revenue, and our industry would assume that exact measure of diversity which our soil and climate indicated, and the intelligence of our people rendered possible. Our true prosperity would consist in the abundance of the commodities which we desire and use, and not in the amount of money by which we measure them. Our laboring people would secure the most comfort and the most rapid progress, not by high wages—the result of an artificial society,—but with low wages and a natural abundance of commodities.

* Such disaster as overwhelmed the manufacturers of worsted goods, when by the sudden, and as I believe most unwise abrogation of the Reciprocity Treaty, the coarse Canada wool, which had been free, became subject to a heavy duty.

But we must have a revenue; how shall we obtain it? Free trade and direct taxation we almost unanimously reject, and protection we equally reject.

Should we not then first tax such articles as are not of prime necessity,—such as tea, coffee, sugar, liquors, spices and silk goods; next, the interests which are the farthest removed from labor,—such as licenses, incomes, stamps, banks and the like?

When we have exhausted these sources of revenue, should we not rather levy a duty upon such commodities as represent the larger amount of human labor, skill and invention, and the lesser amount of the gratuity of Nature?

Wool, hemp, jute, cotton, copper ore, salt, linseed, hides, skins and the like represent commodities which are the product mainly of Nature, supplemented by a small degree of the effort or labor of man, and that labor of the lowest grade. If we place an obstacle in the way of the importation of the free gifts of Nature, we place ourselves at a disadvantage as compared with all other nations who accept them thankfully.

We would select rather, as the sources from which we can derive the remainder of our revenue with the least disadvantage, such commodities as are mainly the result of human labor or skill, and these we find in what are called manufactures; in these we find but a small portion of the gratuity of nature, and a large portion of the skill or invention and of the labor of man. And as other countries have, in the production of certain manufactures (using the word manufactures in its ordinary sense), greater skill, and more abundant and cheaper labor than we have, we can impose a tariff for revenue upon such manufactures, from which shall arise a certain amount of stimulus to home production; but which, being imposed at a rate representing a sum less than the difference in the measure of the labor required to produce the commodity abroad as compared with the labor required to produce it at home, will yield the revenue at a cost to the community of the revenue itself, and no more.

I cannot close this treatise in a better manner than by submitting the following propositions:

Perfect protection is impracticable; but, if practicable, would cause all revenue from imports to cease, and render direct taxation imperative.

If perfect and equal protection were practicable, it would simply result in a general rise in prices and in wages, and since it would prevent exports and consequently imports, it would decrease the aggregate of commodities, or in other words, the aggregate result of labor; and since capital is the surplus result of labor, a decrease in the aggregate would be a decrease in the surplus. The amount of capital would therefore be less in proportion to the number of laborers, and this condition of things would be to the disadvantage of the laborer, since, as we have before quoted from Bastiat, "In proportion to the increase of capital, the absolute share of the total

product falling to the capitalist is augmented, and his relative share is diminished; while on the contrary the laborer's share is increased both absolutely and relatively."

Imperfect, or partial protection adds to the tax which accrues to the Government a bounty to individuals or classes, in many cases more than equal to the amount of revenue secured by the Government.

A duty or tax upon articles which are mainly the result of a small amount of unskilled labor, by which the gratuities of nature are put into form for use, and which are known as raw materials, is an impediment to the use of the free gifts of God, which should be common to all. The nation imposing such a duty places itself at a disadvantage as compared with all other nations.

A duty or tax upon articles which are mainly the result of human labor, aided by the largest amount of skill or invention, commonly known as manufactures, will yield a revenue at the cost to the community only of the revenue thus raised.

Protection decreases the abundance of commodities, and increases the absolute share of a small number of the people at the cost of a portion of the relative share of each.

Free trade increases the abundance of commodities, gives to each the relative share which his education, skill or capital entitle him to, and leads to the harmonious development of the powers of all.

We shall reach specie payment, not by the prohibition of imports, but by the increase of the products of labor, other than gold or silver, to such a point that other nations will buy them on account of their cheapness, rather than our specie, and thus enable us to retain specie and export cotton, oil, wheat, etc., in full for our imports.

The larger portion of the revenue now required by the United States can be obtained from commodities which are not absolutely necessary to the productive power of the people, and the remainder from a moderate revenue tariff which shall cost the people only the amount of revenue thus obtained.

A reduction of the aggregate of taxation from \$16.04 currency or \$11.46 gold per head to \$8.60 per head will yield a revenue sufficient to meet the probable expenses of the Government, and pay the debt in less than twenty years.

The amount of \$8.60 per head can now be obtained from very moderate rates of taxes and duties, as compared with what we have been paying; and, as wealth, production, and consumption, increase faster than population, a less and less rate of tax or duty upon commodities or interests will yield the requisite amount per head.

To secure these benefits, stability is absolutely essential; and no stability is possible until we mature and persistently follow a system in regard to the currency which shall, as soon as possible, lead us to specie payment. An inconvertible paper currency enables the few to tax the many in the most onerous and unjust manner, and

judicious but uniform and persistent contraction of the currency is the first and most imperative duty of the Government.

As some surprise has been expressed that these views should emanate from a manufacturer of cotton goods, I will add, that I believe a gradual and judicious reduction in the duties upon foreign commodities, in the manner proposed—of course preceded by an entire abolition of the internal taxes upon manufactures—will result in a more permanent and uniform condition of prosperity in the manufacture of textile fabrics, as well as of all other commodities, than we have ever yet enjoyed. If we can come slowly but surely to what is called British Free Trade, we shall share in the increase of wealth which that system has brought to Great Britain,—only the benefit to us would be greater, as our natural advantages and variety of resources are greater. British Free Trade is the result of the longest experience and the greatest amount of intelligence applied to the collection of revenue; I trust it may not be many years before the people of England will learn from us the true principles upon which the laws relating to the tenure of land, the church establishment and popular education should be based. Upon these points they are yet under the control of protective or bounty laws of the most vicious character, and which render the increase of wealth which they have derived from the modifications of their revenue system less beneficial because of the partial and inequitable division of such increase of wealth which they cause or permit.

The world demands to be supplied with the various commodities called manufactures, such as textile fabrics, iron ware, agricultural implements, etc., etc. The question is, who shall supply such commodities? Thus far, the practical answer has been, England; and we may well ask ourselves why this has been. Labor is not as cheap in England as Germany, neither is labor as cheap in England or Germany as in India or China; yet the dear laborer of England rather than the cheap laborer of Germany supplies the inhabitant of China and of India with textile fabrics. Why is this? A complete answer could only be given by a Buckle or a Lecky; but we may glance at some of the causes.

1. The possession of large deposits of coal and iron first enabled England to supplement manual labor by cheap machinery.

2. The intelligence of England soon relieved commerce from the trammels and fallacies of the "Mercantile System."

3. The possession of coal and iron in abundance having enabled England to thrive in spite of the Protective System to which she so long adhered, she has led all other nations in the adoption of what is called British Free Trade, and by that has been enabled to accumulate wealth faster than other nations which have a better although not the best system of land tenure, like France, or a far better system of education, like Germany.

4. Under the system of British Free Trade she receives from all parts of the world such commodities as their conditions of soil, climate and population enable them to produce cheaper, paying therefor

in the commodities which she can produce better or cheaper than they. She places no artificial obstacle in the way of any import because it is cheap, but simply imposes duties, *for revenue*, on a few articles of universal consumption, and difficult to smuggle.

How shall we compete with England in supplying the demand of the world for manufactured commodities, and thus secure to ourselves a greater abundance of the necessities, comforts or luxuries of life, for such is the only incentive to commerce or exchange? Neither nations nor individuals will ever establish trade or exchange with each other unless each shall in the long run get more than he gives. No permanent trade is possible where the satisfaction or gain is all on one side. The mutuality of services rendered is essential to the continuance of mutual exchange or trade.

We want more foreign luxuries and comforts than England, because the great mass of our people can afford them better, and we have more natural resources than England, in the shape of easily-worked mines, a better climate for the breeding of sheep and the product of wool, almost a monopoly in ordinary times in the production of cotton, and in all farming operations a superiority in natural advantages hardly to be measured, and therefore we have far greater power to create wealth, and in the production of wealth to combine the larger amount of the gratuity of Nature with the smaller amount of labor.

I can only see one answer to the question, how we shall compete with England in supplying the world with manufactured articles, and that is by adopting the same system of British Free Trade as soon as our need of revenue and a cautious, slow and judicious method in making the change, will allow us to do it.

Freedom of trade leads to the free movement of the laborer, and he will surely seek that country where he can secure the most comfort and the best conditions of life in return for his wages, and it matters not whether his wages be measured at a high or low rate. Our natural advantages would have induced a larger immigration, and would, I believe, have caused our textile as well as all other manufactures to have been more firmly established to-day, and upon a larger scale than we have ever dreamed of, had we not impeded the importation of foreign commodities by protective duties, and thus confined ourselves mainly to the home market for our manufactures. We shall again share with England in the commerce of the world, and in the profit of that commerce, when we cease to deprive ourselves of the benefit of our natural advantages over England, by adherence to the principle, or rather the want of principle, involved in laws imposed for the purpose of protection.

ART. VI.—ST. LOUIS—THE COMMERCIAL CENTRE OF N. AMERICA.

St. Louis is ordained by the decrees of physical nature to become the great inland metropolis of this continent. It cannot escape the magnificence of its destiny. Greatness is the necessity of its position. New York may be the head, but St. Louis will be the heart of America. The stream of traffic which must flow through this mart will enrich it with alluvial deposits of gold. Its central location and facilities of communication unmistakably indicate the leading part which this city will take in the exchange and distribution of the products of the Mississippi Valley. St. Louis is situated upon the west bank of the Mississippi, at an altitude of 400 feet above the level of the sea. It is far above the highest floods that ever swell the Father of Waters. Its latitude is 38 deg. 37 min. 28 sec. north, and its longitude 90 deg. 15 min. 16 sec. west. It is 20 miles below the mouth of the Missouri, and 200 above the confluence of the Ohio.

				MILES.
Distance by river from St. Louis to				
			Keokuk, Ia.	200
			Burlington	260
			Rock Island	350
			Dubuque	470
			St. Pauls	800
			Cairo	200
			Memphis	440
			Vicksburg	830
			New Orleans	1,240
			Louisville	580
			Cincinnati	720
			Pittsburgh	1,200
			Leavenworth	500
			Omaha	800
			Sioux City	1,000
			Fort Benton	1,300
Distance by rail from St. Louis to				
			Indianapolis	200
			Chicago	280
			Cincinnati	340
			Cleveland	470
			Pittsburgh	650
			Buffalo	650
			New York	1,000
			Lawrence	320
			Denver	880
			Salt Lake	1,300
			Virginia City	1,900
			San Francisco	2,300

St. Louis very nearly bisects the *direct* distance of 1,400 miles between Superior City and the Balize. It is the geographical centre of a valley which embraces 1,200,000 square miles. In its course of 3,200 miles, the Mississippi borders upon Missouri 470 miles. Of the 3,000 miles of the Missouri, 500 lie within the limits of our own State. St. Louis is mistress of more than 16,500 miles of river navigation.

This metropolis, though in the infancy of its greatness, is already a large city. Its length is about eight miles and its width three. Suburban residences, the outposts of the grand advance, are now stationed six or seven miles from the river. The present population of St. Louis is 204,300. In 1865, the real and personal property of the city was assessed at \$100,000,000, and in 1866 at \$126,877,000.

St. Louis is a well-built city, but its architecture is rather substantial than showy. The wide, well-paved streets, the spacious levee, and commodious warehouses; the mills, machine shops, and manufactories; the fine hotels, churches and public buildings; the universities and charitable institutions, public schools and libraries, constitute an array of excellences and attractions of which any city may justly be proud. The Lindell and Southern Hotels are two of the largest and most magnificent structures which the world has ever dedicated to public hospitality. The Lindell is itself a village.*

The appearance of St. Louis from the eastern bank of the Mississippi is impressive. At East St. Louis, the eye sometimes commands a view of 100 steamboats lying at our levee. Notwithstanding the departure of more than 40 boats for Montana, there are at this date 70 steamers in the port of St. Louis. A mile and a half of steamboats is a spectacle which naturally inspires large views of commercial greatness. The sight of our levee, thronged with busy merchants, and covered with the commodities of every clime, from the peltries of the Rocky Mountains to the teas of China, does not tend to lessen the magnitude of the impression.

The growth of St. Louis, though greatly retarded by social institutions, has been rapid. The population of the city was in

1799.....	891	1837.....	12,040
1795.....	925	1840.....	16,469
1810.....	1,400	1844.....	34,140
1820.....	4,028	1850.....	74,439
1828.....	5,000	1852.....	94,000
1830.....	5,852	1856..	125,200
1833.....	6,397	1859.....	185,587
1835.....	8,316	1866.....	204,327

In 1866, 1,400 buildings, worth \$3,500,000, were erected in St. Louis. The total number of structures in the city is now about 20,000, and their approximate value is \$50,000,000.

At the present rate of decennial increase, St. Louis, in 1900, would contain more than 1,000,000 inhabitants. This number certainly seems to exceed the present probability of realization, but the future growth of St. Louis, vitalized by the mightiest forces of a free civilization, and quickened by the exchanges of a con-

* On the 30th of last March, this superb edifice was burned to the ground. But the public-spirited citizens of St. Louis have formally resolved to restore it in all its original magnificence. More than \$800,000 have already been raised for this object.

tinental commerce, ought to surpass the rapidity of its past development.

The Real Estate in St. Louis was, in

1859 assessed at.....	\$69,846,845	1863 assessed at.....	\$76,409,030
1860 " "	73,765,670	1864 " "	53,205,820
1861 " "	57,537,415	1865 " "	73,960,700
1862 " "	40,240,450	1866 " "	81,961,610

In 1866, the valuation of the real and personal property in St. Louis, on which the state and military taxes were levied, was \$126,877,000.

The amount of duties collected at the St. Louis Custom House was, in

1861	\$30,183.96	1864	\$586,448.33
1862	20,404.70	1865	586,407.47
1863	36,622.00	1866	785,652.30

The amount of imposts paid at the port of Chicago during the fiscal year ending Dec. 31, 1866, was \$509,643.39 in coin.

The duties collected during the same period at this port, amounted to \$60,176.45 in currency, and \$780,706.97 in gold.

Only about one-fifth of the customs levied on goods imported into St. Louis are collected at this point. St. Louis is only a Port of Delivery. The imposts upon our foreign merchandise are chiefly paid at the Ports of Entry.

The present system of foreign importation is unfavorable to the commercial interests of St. Louis. This city should be made a Port of Entry. The goods of St. Louis importers are now subjected to great delay and expense at New Orleans. The municipal authorities do not permit the merchandise to lie on the landing more than five days. If the requisite papers are not made out within that time the goods are sent to bonded warehouses. This contingency not unfrequently occurs. The press of business or official slowness often delays the issue of the Custom House pass beyond the specified time, and then the western importer is subjected to the serious expense which the drayage to the warehouse, loss of time, and frequent damage to the goods involve. The gravity of this embarrassment forces many of our merchants to pay the duties at New Orleans. This course saves delay and expense. The revenue laws recognize no distinction between the actual payment of duties and the transportation bond. But, practically, there is an important difference. In case the impost is paid at New Orleans, the goods are almost always forwarded within five days; but when the goods are shipped under a transportation bond, the detention is very frequently ten days, and sometimes a month. In the former instance, any package can be forwarded as soon as the duty is paid; but, in the latter case, the imports cannot be dispatched to their destination till the entire shipment has passed the inspection of the Custom House. In consequence of these unjust discriminations against St. Louis, many of our largest importers, notwithstanding the inconvenience of

keeping gold on deposit at New Orleans, prefer to pay the duties on their foreign goods at the Port of Entry.

An excessive and unnecessary delay at the New Orleans Custom House recently, subjected one of our merchants to a loss of \$8 a ton on a shipment of iron.

Last season, another of our importers ordered a large stock of Christmas goods. The articles reached New Orleans in season, but were detained there till after the holidays. They must now be kept, with loss and deterioration, for another year; and before next Christmas they may become comparatively worthless by changes of mode and new directions of public taste.

These examples illustrate the importance of time in commercial transactions.

The Government could easily obviate all the difficulties which our importers now experience by making St. Louis a Port of Entry. The commercial embarrassments of the present system need immediate removal. In the event of the proposed change, frauds upon the Government could be prevented by reshipping the goods at New Orleans under the eye of the Custom House authorities, keeping them during the voyage under lock and key; and, if necessary, subjecting them on the passage to the surveillance of a revenue officer. During the rebellion, the shipments of merchandise to Southern ports were placed under similar supervision. The satisfactory operation of this system, amid all the liabilities to abuse which exist in times of civil turbulence, warrants the conviction that the proposed plan would, in a period of peace, prove eminently successful.

If Congress respects commercial rights, St. Louis will soon become a Port of Entry.

From the records of the United States Assessor, it appears that in 1865 the sales of 612 St. Louis firms amounted to \$140,688,856. For the same year, the imports of this city reached an aggregate of \$235,873,875.

The manufactures of St. Louis constitute an important element in our commercial transactions. In 1860, the capital invested in manufactures, was \$9,205,205, and the value of the product was \$21,772,323. In 1866, the mills of this city made 820,000 barrels of flour.

In 1865, our receipts of grain, including flour, were 17,657,250 bushels.				
" 1866,	"	"	"	20,855,290 "
" 1865,	exports	"	"	13,427,000 "
" 1866,	"	"	"	18,680,500 "

St. Louis, though the eighth city in the United States in population, ranks as seventh in the importance of its manufactures. Missouri might profitably imitate the activity of its metropolis.

The extent of our social and commercial intercourse with the rest of the world may be inferred from the postal statistics of this department. In 1865, the number of letters which passed through

the St. Louis Post office for distribution, mail, or delivery, was about 11,000,000. In 1865, the total sum of postage collected, including the sale of stamps, was more than \$195,000; and the amount of money orders paid was \$145,000. In postal importance, St. Louis is the fifth city of the Union.

The earnings of our railroads indirectly exhibit the magnitude of our trade. For the fiscal year of 1865, the total receipts of the Iron Mountain were \$424,700; North Missouri \$1,013,000; Missouri Pacific and Southwest Branch, \$1,939,000; Hannibal and St. Joseph, \$2,000,000. In 1866, the earnings of the Missouri Pacific were \$2,670,000. The returns of the Union Pacific for November, 1866, were \$77,869. The Directors estimate their monthly receipts for 1867 at \$1,000,000.

In 1865, the total number of passengers, by river or rail, who made St. Louis their destination, or a point of transit, amounted to 1,180,000; and, in 1866, 1,250,000.

In 1866, the number of houses and firms doing business in St. Louis was 5,500, and the number of commercial licenses issued during the same year, was 4,800.

The tonnage owned and enrolled in the district of St. Louis in 1865, was 97,000 tons. On the first of January, 1867, the amount of our steam tonnage, exclusive of a large number of barges and canal boats, which made occasional trips, was 106,600 tons, with a carrying capacity of 186,000 tons, and a value of \$10,376,000.

Our commerce is aided by ample banking facilities. There are in St. Louis, in addition to 20 private banks, 38 Insurance Companies, 31 incorporated banking institutions, with an actual capital of \$15,000,000. The character of our banks stands deservedly high in the financial world. The development of the territories is bringing large deposits to our banks, creating new demands for capital and extending the channels of circulation.

Our trade with the Mountains is large and rapidly increasing. In 1865, twenty boats set out from this port for Fort Benton, which is more than 3,000 miles from St. Louis, with a total freight of 6,000,000 pounds.

In 1866, 50 boats sailed for Fort Benton, with an aggregate tonnage of 10,284 tons. In three instances the cost of assorted goods were as follows:

13 Tons of Merchandise	\$12,000
35 " " "	40,000
40 " " "	65,000
Mean cost per ton	1,300

The agent who furnishes these facts feels authorized by his experience in the trade of the Upper Missouri to appraise a ton of Montana merchandise at \$1,000.

The following table is an approximate estimate, based upon the preceding data, of our commerce with Montana, for the year 1866:

Number of boats.....	50
" " passengers.....	2,500
Pounds of freight.....	13,000,000
Value of merchandise.....	\$6,500,000

The trade across the Plains is of still greater magnitude. The overland freight from Atchison alone has increased from 3,000,000 pounds in 1861 to 21,500,000 in 1865.

The Overland Dispatch Company have courteously furnished me with estimates, founded upon their own transactions, of our total commerce with the territories in 1865. These figures do not include the Fort Benton trade.

Number of passengers east and west by overland coaches	4,800
" " " " by trains and private conveyances.....	50,000
Number of wagons ..	8,000
" " cattle and mules	100,000
Pounds of freight to Plattsmouth.....	3,000,000
" " Leavenworth	6,000,000
" " Santa Fé.....	8,000,000
" " St. Joseph.....	10,000,000
" " Nebraska City.....	15,000,000
" " Atchison	25,000,000
Government freight	50,000,000
Total number of pounds.....	117,000,000
Amount of treasure carried by express.....	\$3,000,000
" " by private conveyance....	30,000,000

The Overland Express charge 3 per cent. for the transportation of bullion. This high commission, and the hostility of the Indian tribes, induced many miners to send their gold east by the way of San Francisco to Panama.

In 1866, the total assay of bullion in the United States was \$81,389,540. Of this aggregate, \$73,032,800 came from the Pacific and Rocky Mountain mines. Upon the usual estimate that 25 per cent. of the gold and silver escapes assay, the entire product of the country in 1866 was \$1,000,000. The increase of population in the gold regions, the richness of recent discoveries, and greater activity in mining operations indicate a still larger aggregate in 1867.

In 1866, the westward traffic of Leavenworth amounted to \$50,000,000. This aggregate includes the Santa Fé trade, whose value last year was about \$35,000,000. The Western trade of Nebraska City was, in

1863	16,800,000 pounds.
1864	23,000,000 "
1865	44,000,000 "
1866	30,000,000 "

The freightage from this point across the Plains required, in 1865, 11,739 men, 10,311 wagons, 10,123 mules, and 76,596 oxen.

So great is the length of the overland routes that the trains are able to make but two through trips a year.

The Union Pacific Railroad already extends to Fort Harker. This materially shortens the extent of overland freighting.

Distance from St. Louis to Fort Harker.....	508 miles.
" " Fort Harker to Denver.....	373 "
" " " " Salt Lake City.....	800 "
" " " " Virginia City.....	1,432 "

The length of these lines of transportation, the slowness of our present means of communication, and the magnitude of our territorial population and trade, forcibly illustrate the necessity of a Pacific Railroad.

The foregoing summaries exhibit the commerce of the Mississippi Valley with the Mountains. But while St. Louis does not monopolize the trade of the gold regions, it yet sends to the territories by far the largest portion of their supplies. Even in cases where merchandise has been procured at intermediate points, it is probable that the goods were originally purchased at St. Louis.

During the rebellion, the commercial transactions of Cincinnati and Chicago doubtless exceeded those of St. Louis. The very events which prostrated our trade stimulated theirs into an unnatural activity. Their sales were enlarged by the traffic which was wont to seek this market. Our loss was their gain.

The Southern trade of St. Louis was utterly destroyed by the blockade of the Mississippi. The disruption by civil commotions of our commercial intercourse with the interior of Missouri was nearly complete. The trade of the Northern States bordering upon the Mississippi was still unobstructed. But the merchants of St. Louis could not afford to buy commodities which they were unable to sell, and country dealers would not purchase their goods where they could not dispose of their produce. Thus St. Louis, with every market wholly closed or greatly restricted, was smitten with a commercial paralysis. The prostration of business was general and disastrous. No comparison of claims can be just which ignores the circumstances that, during the rebellion, retarded the commercial growth of St. Louis, yet fostered that of rival cities.

Nothing more clearly demonstrates the geographical superiority of St. Louis than the action of the Government during the war. Notwithstanding the strenuous competition of other cities, our facilities for distribution, and a due regard for its own interests, compelled the Government to make St. Louis the Western base of supplies and transportation. During the rebellion, the transactions of the Government at this point were very large. General Parsons, Chief of Transportation in the Mississippi Valley, submits the following as an approximate summary of the operations in his department from 1860 to 1865:

Amount of Transportation.

Cannon and Caissons.....	800
Wagons.....	13,000
Cattle.....	80,000
Horses and Mules.....	250,000
Troops.....	1,000,000
Pounds of Military Stores.....	1,950,000,000

General Parsons thinks that full one half of all the transportation employed by the Government on the Mississippi and its tributaries was furnished by St. Louis.

From September 1, 1861, to December 31, 1865, General Haines, Chief Commissary of this department, expended at St. Louis, for the purchase of subsistence stores, \$50,700,000.

During the war, General Myers, Chief Quartermaster of this department, disbursed at this city, for supplies, transportation and incidental expenses, \$180,000,000.

The national exigencies forced the Government to select the best point of distribution. The choice of the Federal authorities is a conclusive proof of the commercial superiority of St. Louis.

The conquest of treason has restored to this mart the use of its natural facilities. Trade is rapidly regaining its old channels. On its errands of exchange, it penetrates every State and Territory in the Mississippi Valley, from Alabama and New Mexico to Minnesota and Montana. It navigates every stream that pours its tributary waters into the Mississippi. It visits the islands of the sea, traverses the ocean, and explores foreign lands.

Before the war, almost all the Western trade in coffee and sugar was carried on by way of New Orleans. The interruption of traffic, by the blockade of the Mississippi River, changed the channels of commerce. By the necessities of the country, trade was forced into unnatural courses. New York, by its limitless capital and enterprise, has obtained a brief control over a trade that rightfully belongs to the West. As soon as the country regains its normal condition and commerce resumes its natural flow, the West will inevitably assert its former and legitimate ascendancy in this branch of business. Most of the coffee used in the West is brought from Rio Janeiro. Water carriage is always the cheapest means of transportation. The rail from New York cannot compete with the river from New Orleans. Besides, the Gulf route is the shortest distance between St. Louis and Rio Janeiro. The cost, then, of importing Rio coffee to this point is much less by New Orleans than by New York. An urgent necessity exists for the establishment of lines of steamers between New Orleans and South American ports.

A direct trade with the West Indies and South America would, from our superior facilities of transportation, not only place the control of the grocery business of the Northwest in our hands, but also greatly enlarge our exportations. The West consumes far more coffee proportionately than the East. South America

uses large quantities of Western flour. There would then be a steady and growing interchange of commodities between these countries.

Missouri flour is the best in the American market. This is an important advantage in favor of St. Louis. It is a well ascertained fact that the flour made from grain grown in this latitude bears the voyage to South American ports better than any other. The experience of exporters verifies this assertion. Our flour is then not only the finest in the United States for home consumption, but also the best for exportation to tropical countries.

St. Louis ought to cultivate more intimate commercial relations with Brazil. Prior to our acquisition of Russian America, the area of that country was 500,000 square miles larger than that of the United States. Its present population is nearly 10,000,000. Of its principal maritime cities—

Para contains.....	30,000 inhabitants.
Pernambuco.....	80,000 "
Bahia.....	130,000 "
Rio Janeiro.....	400,000 "

The exports of Brazil are coffee, hides, sugar, caoutchouc, rosewood, mahogany, Brazil wood, cinchona, logwood, cotton, rice, sarsaparilla, sassafras, ipecacuanha, cacao, vanilla, cloves, cinnamon, and tamarinds.

In 1856, the value of the commodities imported from Brazil into the United States was :

Brazil Wood.....	\$32,000
" Nuts.....	43,000
Rosewood.....	81,460
Hair.....	138,240
Sugar.....	513,450
India Rubber.....	771,320
Raw Hides.....	1,930,220
Coffee.....	16,091,700

In 1857, this country imported from Brazil 167,000,000 pounds of coffee, worth \$17,980,000. In the same year, Brazil exported to foreign markets 256,000,000 pounds of sugar.

In exchange for these valuable commodities, Brazil needs lard, pork, hams, flour, pine lumber, agricultural implements, textile fabrics, and other manufactures. These articles are the chief staples of western growth and production. The Mississippi Valley is able to supply most of the commercial wants of Brazil. St. Louis, as the main distributing point of the West, ought to take the lead in this grand system of mercantile exchanges. A vast commerce must soon spring up between the metropolis of this Valley and the ports of South America. But, at present, our exports to Brazil are entirely disproportioned to our ability to meet the commercial wants of that country. In 1854-55, the trade of England with South America was five times as large as that of the United States.

In 1860, the value of our American imports from Brazil was \$30,000,000
 " " " " exports to " " 6,000,000

These figures show that this country is not a successful competitor for the rich trade of South America. More energetic rivals are enriching themselves with the opulence of this commerce.

The wants of the United States and Brazil are complementary. Each country needs the productions of the other. The West is the fruitful and main source of those commodities which South America requires. St. Louis, as the chief emporium of the Mississippi Valley, is able, by the vast expansion which it can cause in this tropic trade, to turn the commercial balance in favor of the United States and itself become the central distributing point of Brazilian staples.

But St. Louis can never realize its splendid possibilities without effort. The trade of the vast domain lying east of the Rocky Mountains and south of the Missouri River is naturally tributary to this mart. St. Louis, by the exercise of forecast and vigor, can easily control the commerce of 1,000,000 square miles. But there is urgent need of exertion. Chicago is an energetic rival. Its lines of railroad pierce every portion of the Northwest. It draws an immense commerce by its network of railways. The meshes which so closely interlace all the adjacent country gather rich treasures from the tides of commerce. Chicago is vigorously extending its lines of road across Iowa to the Missouri River. The completion of these roads will inevitably divert a portion of the Montana trade from this city to Chicago. The energy of an unlineal competitor may usurp the legitimate honors of the imperial heir.

St. Louis can not afford to continue the masterly inactivity of the old *regime*. A traditional and passive trust in the efficacy of natural advantages will no longer be a safe policy. St. Louis must make exertions equal to its strength and worthy of its opportunities. It must not only form great plans of commercial empire, but must execute them with an energy defiant of failure. It must complete its projected railroads to the mountains, and span the Mississippi at St. Louis with a bridge whose solidity of masonry shall equal the massiveness of Roman architecture, and whose grandeur shall be commensurate with the future greatness of the Mississippi Valley. The structure whose arches will bear the transit of a continental commerce should vie with the great works of all time, and be a monument to distant ages of the triumph of civil engineering and the material glory of the Great Republic.

Since these sentences were written, a company, composed of men of large means and sterling integrity, has been incorporated for the purpose of erecting a bridge across the Mississippi at this point. The executive and financial ability of its members is a

guarantee of efficient action and an early accomplishment of this great work. The length of the bridge, together with its approaches, will be about 3,500 feet, and the probable cost \$5,000,000. The material of the structure will be steel. Chas. K. Dickson is President of the Company, and James B. Eads, the distinguished inventor, is Chief Engineer.

The initial steps for the erection of a bridge across the Missouri at St. Charles have already been taken. The work should be pushed forward with untiring energy to its consummation.

The iron, stone and timber necessary for these structures can be obtained within a few miles of St. Louis, and the greater part of the material can be transported by water. The construction of public works, whose cost would be millions of dollars, would afford employment to thousands of laborers, and give fresh impulse to the prosperity of St. Louis.

A full and persistent presentation of the superior claims of Carondelet ought to induce the Government to establish a naval station at that point. The supply of labor and *materiel* which a navy yard would require would be another source of wealth to Missouri and its metropolis.

The effect of improvements upon the business of the city may be illustrated by the operations of our city elevator. The elevator cost \$450,000, and has a capacity of 1,250,000 bushels. It is able to handle 100,000 bushels a day. It began to receive grain in October 1865. Before the first of January 1866, its receipts amounted to 600,000 bushels, 200,000 of which were brought directly from Chicago. The total receipts at the elevator in 1866 were 1,376,700 bushels. Grain can now be shipped, by way of St. Louis and New Orleans, to New York and Europe twenty cents a bushel cheaper than it can be carried to the Atlantic by rail.

The facilities which our elevator affords for the movement of cereals have given rise to a new system of transportation. The Mississippi Valley Transportation Company has been organized for the conveyance of grain to New Orleans in barges. Steam tugs of immense strength have been built for the use of the company. They carry no freight. They are simply the motive power. They save delay by taking fuel for the round trip. Landing only at the large cities, they stop barely long enough to attach a loaded barge. By this economy of time and steady movement, they equal the speed of steamboats. The Mohawk made its first trip from St. Louis to New Orleans in six days, with ten barges in tow. The management of the barges is precisely like that of freight cars. The barges are loaded in the absence of the tug. The tug arrives, leaves a train of barges, takes another and proceeds. The tug itself is always at work. It does not lie at the levee while the barges are loading. Its longest stoppage is made for fuel. The power of these boats is enormous. The tugs plying on the Minnesota River sometimes tow

30,000 bushels of wheat apiece. The freight of a single trip would fill 85 railroad cars.

Steamboats are obliged to remain in port two or three days for the shipment of freight. The heavy expense which this delay and the necessity for large crews involve is a grave objection to the old system of transportation. The service of the steam tug requires but few men, and the cost of running is relatively light. The advantages which are claimed for the barge system are exhibited by the following table:

	Tugs and barges.	Steamboats.
Stoppage at intermediate points	2 hours	6 hours.
Stoppage at terminal	24 hours	48 hours.
Crew.....	15	50
Tonnage.....	25,000 tons	1,500 tons.
Daily expenses.....	\$200	\$1,000
Original cost.....	\$75,000	\$100,000

In addition to the ordinary precautions against fire, the barges have this unmistakable advantage over steamboats, they can be cut adrift from each other, and the fire restricted to the narrowest limits. The greater safety of barges ought to secure for them lower rates of insurance. The barges are very strongly built, and have watertight compartments for the movement of grain in bulk. The transportation of grain from Minnesota to New Orleans by water costs no more than the freightage from the same point to Chicago. After the erection of a floating elevator at New Orleans, a boat load of grain from St. Paul will not be handled again till it reaches the Crescent City.

At that port, it will be transferred by steam to the vessel which will convey it to New York or Europe. The possible magnitude of this trade may be inferred from the fact, that, in 1865, Minnesota alone raised 10,000,000 bushels of wheat. Three-quarters of this harvest could have been exported, if facilities of cheap transportation had offered adequate inducement. In 1866, higher prices—which produced the same practical result as cheaper freightage—led to the exportation of 8,000,000 bushels. Some of this grain belonged to the crop of the preceding year. But this fact does not at all affect the question of carriage.

From the 1st of May to the 25th of December, 1866, the tow boats of this city transported 120,000 tons of freight. This new scheme of conveying freight by barges bids fair to revolutionize the whole carrying trade of our Western waters. It will materially lessen the expense of heavy transit, and augment the commerce of the Mississippi River in proportion to the reduction it effects in the cost of transportation. The improvement which facilitates the carriage of our cereals to market, and makes it more profitable for the farmer to sell his grain than burn it, is a national benefit. This enterprise, which may yet change the channel of cereal transportation, shows what great results a spirit of progressive energy may accomplish.

The mercantile interests of the West imperatively demand the improvement of the Mississippi and its main tributaries. This is a work of such prime and transcendent importance to the commerce of the country, that it challenges the co-operation of the Government. A commercial marine which annually transfers tens of millions of passengers, and cargoes whose value is hundreds of millions, ought not to encounter obstructions which human effort can remove. The yearly loss of property, from the interruption of communication and wreck of boats, reaches a startling aggregate.

For the accomplishment of an undertaking so vital to its municipal interests, St. Louis should exert its mightiest energies. The prize for which competition strives is too splendid to be lost by default. The Queen City of the West should not voluntarily abdicate its commercial sovereignty.

If the emigrant merchants of America and Europe, who recognize in the geographical position of St. Louis the guarantee of mercantile supremacy, will become citizens of this metropolis, they will aid in bringing to a speedier fulfillment the prophecies of its greatness. The current of western trade must flow through the heart of this valley.

In the march of progress, St. Louis will keep equal step with the West. Located at the intersection of the river which traverses zones, and the railway which belts the continent, with divergent roads from this centre to the circumference of the country, St. Louis enjoys commercial advantages which must inevitably make it the greatest inland emporium of America. This movement of our vast harvests and the distribution of the domestic and foreign merchandise required by the myriad thousands who will, in the near future, throng this valley, will develop St. Louis to a size proportioned to the vastness of the commerce it will transact. The metropolis will not only be the centre of western exchange, but also, if ever the seat of Government is transferred from its present locality, the capital of the nation.

St. Louis, strong with the energies of youthful freedom, and active in the larger and more genial labors of peace, will greet the merchants of other States and lands with a friendly welcome, afford them the opportunities of fortune, and honor their services in the achievement of its greatness.

ART. VII.—AGRICULTURAL RESOURCES OF TEXAS.

TEXAS, west of the Trinity river, has a peculiar climate, differing from that of any other country in the same latitude, being subject to greater extremes of cold during winter than those portions of Louisiana in the vicinity of the Mississippi river, and the other States eastward to the Atlantic in the same latitude. These extremes of cold prevail during "northers," which are winds from the North, or North-west, generally preceded by still, warm weather,

when the thermometer may be at from 70 to 80 degrees F., and, in the next one to three hours, below the freezing point. These winds occur in Northwestern Louisiana and throughout Texas, as far westward as the Pecos river. They have less force in the timbered region of Eastern Texas, their greatest power in the prairie country of Northern and Central Texas, and diminish in intensity westward. Their duration is from one to four days, but they seldom last more than three days. They are generally dry and very cold (seemingly), which is felt the more keenly on account of the previous warm weather, for only few of them comparatively cause the thermometer to fall below the freezing point. In Austin the thermometer is seldom below 32 degrees, or the freezing point, yet a winter rarely passes without some three or four days of cold, ranging from 20 to 32 degrees. We have northers from November to April, and also during the months of October and April we have cool north winds, but very rarely cold enough to be termed true northers. The frequency of these is seldom more than three in a month, and often not more than one or two, and they are very seldom so cold or unpleasant as to make people keep within doors and hinder them from their ordinary avocations. Nor are they unhealthy to consumptives. This is because they are so dry. Consumption rarely originates in Texas, and the western portion of this State is probably more favorable to those suffering from diseased lungs than any other part of the United States. Here there is a pure, dry atmosphere, and a climate warm enough to permit the invalid to take frequent exercise in the open air, amid charming variegated scenery and bright sparkling waters, large springs and clear streams.

The diversity of climate peculiar to this State, and also its varied geology, causing much difference of soil, renders it suited to the growth of most of the vegetable products of temperate climates, and in addition many of those peculiar to tropical regions. This surely is a great advantage, which as yet is not appreciated or valued as much as it should be, either at the South or North. If our lands will grow as much wheat, rye, corn, barley, oats, sorghum, and whatever else they may cultivate in New York, Pennsylvania and Ohio, as theirs, our lands would be equally valuable, provided we had as good a climate and market as they. They have a better market than we, better because it costs less to have it available; in other respects our lands exceed theirs in value, because they are not only equally fertile, and will produce as much of their products as theirs, but will also grow cotton and many other things, which they cannot mature; besides, our winters are so mild that little or no fodder is required for stock.

The expense of food and shelter for the animals and the taking care of them during the winter, is a large item which lessens the profits of the Northern farmer sometimes one-half or more. Expensive barns and other buildings must be made, to all of which must be added much trouble from unfavorable weather and bad servants, to most of which the Texan stock grower is a stranger. Yet farmers

in the Northern States keep sheep, cattle and horses on lands valued at from fifty to one hundred and fifty dollars per acre, and make money in the business.

In Dallas and other Northern counties of Texas, wheat from ten to forty bushels per acre is raised. The latter amount is said to be a not uncommon crop. The grain is excellent, with a full kernel, often weighing 62 or 63 pounds to the measured bushel, and making flour equal to the best Northern wheat, taking everything into account, for many of the mills in Texas can be much improved. The wheat crop of Texas in 1860 amounted to 1,464,273 bushels, while the crop of Illinois, the greatest wheat-growing State in the Union, was 24,159,500 bushels the same year, according to the Census Report of 1860, to which we are indebted for the following statistical information in regard to the amount of the agricultural productions of this and other States.

Bread made from unbolted flour is now used to a large extent in many parts of Europe and America. The amount of nutriment in flour is in proportion to the gluten which it contains. Chemical research proves that the bran or outer husk has more gluten than the fine flour separated from it by the mill.

The whole grain contains - - - - - 12 per cent.

Whole bran, (outer and inner skins), - - - 14 to 18 per cent.

Fine Flour, - - - - - 10 per cent.

According to Johnston, from whose "Chemistry of Common Life" we extract the following:

"If the grain, as a whole, contain more than twelve per cent. of gluten, the bran and flour will also contain more than is above represented and in a like proportion. The *whole meal* obtained by simply grinding the grain is equally nutritious with the grain itself. By sifting out the bran we render the meal less nutritious weight for weight; and when we consider that the bran is rarely less and is sometimes considerably more than one-fourth of the whole weight of the grain, we must see that the total separation of the covering of the grain causes much waste of wholesome useful food. Bread made from the whole meal is therefore more nutritious; and as many persons find it also a more salutary food than white bread, it ought to be more generally preferred and used. The gluten of the husk resides chiefly in the inner covering of the grain. Hence the outer covering may be removed without sensible loss of nutriment, leaving the remainder both more nutritious than before, weight for weight, and also more digestible than when the thin outer covering is left upon the grain. An ingenious American instrument has been patented by which the removal of the outer coating is completely effected without injury to the bulk of the grain. It is also a point of some interest that the small or trail grain which the farmer separates before bringing his wheat to market, and usually grinds for his own use, is richer in gluten than the plump, full-grown grain, and is therefore more nutritious."

Wheat is grown throughout a large portion of Texas, as far south

as San Antonio, and its culture is increasing and expanding. 95,012 bushels of rye were returned as the crop of Texas in 1860, when at the same time Pennsylvania, the greatest grower of rye in the United States, had 5,474,792 bushels. We think this grain is not grown in Texas as much as it should be. It does well wherever the other cereals will grow, and seems less liable to the attacks of insects than wheat. It makes an excellent bread, which is preferred by some to wheat, yet there seems to be a prejudice against it in the minds of some, mostly caused, we think, on account of its dark color. The composition of the two is nearly the same according to Johnston.

	Wheat Bread.	Rye Bread.
Water,	48	48½
Gluten,	5½	5½
Starch, etc.,	46½	46 1-6
	100	100

Hence rye bread has about an equal amount of nutritive quality to that of wheat, besides it retains moisture, and will keep fresh and soft much longer than wheat bread. Rye like wheat has the larger proportion of gluten in its skin, hence bread made from its unbolted flour is the most nutritious.

Barley, as far as we have seen, does remarkably well wherever wheat will grow in this State. We think it a surer crop than wheat; nor from the growing grain which we have here seen do we think any land will give a greater yield per acre. California is the greatest grower of barley, its crop being in 1860, 4,307,775 bushels. New York comes next, having the same year 4,186,667 bushels, and Texas only 38,905 bushels. The many breweries of our large towns afford a good market for it. It also makes a good bread, affording nourishment about equal to that of wheat or rye, but does not yield much bolted flour per bushel on account of its thick skin or husk.

The oat crop of Texas was 988,812 bushels, besides which a large quantity is grown and cut in a half-grown state for fodder. Oats are liable to rust in some sections of the State, but generally give a good yield. The State of New York grows the most of this grain, her crop being 35,175,133 bushels.

Corn is one of the great staples of the State, and is cultivated in all the grain, cotton, and sugar-growing regions. It can be made a more certain crop, in those sections liable to drought, by deep ploughing and early planting, as has before been remarked. Early Northern corn thus treated is a very sure crop. In the year before named the crop of Texas was 16,521,593 bushels. As 1859 and 1860 were both unusually dry seasons, it is probable, nay certain, that that amount is much less than the usual yield. Illinois raises more corn than any other State (115,296,779 bushels), and so much as to overstock the market of the Northwestern States and render it of little value per bushel. Indian corn contains more oil or fat than any of the preceding named grains, and seems to be more valuable for fattening hogs or cattle than any of them. As food for stock it is

also more wholesome on account of the thin skin of its grain, which renders it less liable to injure the alimentary canal. Johnston gives the following composition of the different forms of flour:

	English fine wheaten flour.	Bran of English wheat.	Scotch oat meal.	Indian corn meal.
Water,	16	13	14	14
Gluten,	10	18	18	12
Fat,	2	6	6	8
Starch, etc.,	72	63	62	66
	100	100	100	100

The preceding table is instructive, showing that bread made from corn meal yields more nutriment than biscuit or bread made from fine wheaten flour. We can also see why oats (a bushel of which weighs so much less than other grains) are, notwithstanding, very nutritious. They seem better suited for horses than any other grain. As is well known, cakes made from oat meal are a common food among the inhabitants of Scotland. We also learn that bran affords more nutriment than is generally supposed, being about equal to oats. We have not seen buckwheat growing in the State, but learn from the last census that Texas in 1860 raised 1,612 bushels. Its cultivation has recently been introduced, as the report for 1850 gives only 59 bushels as the crop of Texas. Pennsylvania produces the most of this grain, viz: 5,572,026 bushels, which is not much more than is annually grown in the State of New York. Hot buckwheat cakes with good honey or syrup are so delicious that we hope the farmers in the Northern part of the State will grow sufficient to supply the Southern demand. We raised 25,750 lbs. of rice in 1860, and South Carolina 119,100,528 lbs. It is less nutritious than is generally supposed, containing only seven or eight per cent. of gluten and but little fatty matter. In some of the workhouses of England, where it was substituted for potatoes, it is said to have produced scurvy. Of sorghum molasses we made in 1860, 115,051 gallons, and now probably annually make a much larger amount, as its cultivation is extended into a large portion of the State. Iowa made 1,993,474 gallons, which is more than was made by any other State.

Of hemp, Texas raised ten tons, and Kentucky 35,070 tons. Of hay the State only had cut 11,349 tons, and the State of New York 3,565,786 tons. This shows how little hay is needed for all the stock of Texas during a mild winter. The livery and other stables in towns and cities use most of the hay cut in this State. We are glad to see that Texas raised 449 bushels of clover seed, for its growth is an important addition to our agriculture, especially to stock growers in the north-eastern and eastern counties. We do not think it will thrive in the dry regions. Pennsylvania raised the most, having 274,363 bushels. Besides the clover seed we grow 2,976 bushels of grass seed, which argues well for our farmers, because the culture and saving of grass seed has heretofore been almost entirely neglected by the Southern planter, as it is yet in the States of Louisiana, Georgia, Mississippi and Florida, all of which produce less grass seed

than Texas. In 1860 there was made in this State 277,512 pounds of cheese and 5,948,611 pounds of butter. The State of New York makes both the most cheese and butter: of the former 48,548,288 pounds, and of the latter 103,097,279 pounds. Texas had 550,708 pounds of honey, and New York 2,369,751 pounds; hence in the Empire State, at present, there flows the most milk and honey. Of hops, Texas had 122 tons, and New York 1,655,542 tons. This growth is considered very profitable in New York. Of tobacco, we grow 98,116 pounds, Virginia 123,967,755 pounds, and Kentucky 108,102,433 pounds. During the last few years the great profits which can be made in the culture of tobacco, has drawn many farmers in the Northern States into its cultivation. Maryland ranks next to Kentucky, having 38,410,965 lbs. Ohio, 25,528,972 lbs., and the little State of Connecticut 6,000,133 lbs., where many of the lands devoted to the culture of tobacco are valued at upwards of one hundred dollars per acre. It is a well established fact that the climate has a marked effect upon the quality and value of this plant, the best being grown in the island of Cuba, as every cigar smoker knows. Next in value are Manilla cigars, from the island of Luzon, one of the Philippines. Much also depends upon the soil, method of culture, kind of manure, manner of preparation, etc., etc., all of which influence its quality; but to give it full perfection a long, warm summer is required. We think that Texas has a soil and climate well adapted to the growth of a superior article. Nearly forty species of tobacco have been described by botanists (we do not know the exact number), some of which are natives of this State, there being one which is from three to four feet high, with a large leaf, common on the banks of the Colorado at Austin. The Virginia tobacco (*Nicotiana tobacum*) is that in common cultivation in the United States and Cuba. The amount grown in the United States in 1860 was 429,390,771 lbs. The average is said to be not far from 800 lbs. per acre. The use of tobacco is more universal among mankind than any other vegetable, and next to salt it is supposed by some to be the article most generally used by the human race. In almost every country on the globe it is smoked, chewed, or used as a snuff. It is grown in Europe, Asia, Africa, North and South America. The United States produces more than any one nation, say about one-fifteenth part of the whole amount grown; and American tobacco commands the highest price in the European market. In England the price of the different kinds ranges about as follows: Canada 4d. a lb., Kentucky 6d. a lb., Virginia 7d. a lb., Maryland, 9d. a lb., St. Domingo 8d. a lb., Turkey, 9d. a lb., Columbian 10d. a lb., Cuba 1s. 6d. a lb., Havana 3s. 6d. a lb.

We wish to call the attention of the planters of Texas to the above, because we know that the culture is very remunerating, as there are many farmers at the North who have in some instances realized more than fifty dollars per acre above all expenses incurred up to the time of sale. We certainly have a soil equal to the tobacco lands of the North, and a climate better

suited to the growth of a superior article. Tobacco is known to be an exhausting crop to the soil. It is composed of about one-fourth inorganic or mineral matter, which is derived from the soil; hence if we grow one ton of tobacco, when we take it from the ground, we also convey away about five hundred pounds of that portion of the soil best relished by the plant, for plants, like animals, thrive best on nourishing food, and also like animals they have their likes and dislikes. What is wholesome food for one is unwholesome for another. Hence a rotation of crops and a varied agriculture well managed always proves the most profitable, and least exhausting to the soil.

We are confident that tobacco (by manuring and pursuing a proper system of rotation of crops) can be grown without exhausting the soil, and also give good profits in this State.

The crop of cotton of this State, in the years 1859 and '60, was short, on account of the drought; hence only 405,100 bales are reported in 1860 as the entire yield. Mississippi had the most, viz: 1,195,699; Alabama, 997,978 bales; Georgia, 791,840; Louisiana, 722,218; and the total amount in the United States was 5,196,844 bales. The bales are supposed to average about 400 pounds each. J. DeCordova estimated the average weight of an American bale of cotton to be 475 pounds, which we think is too high; that of the East Indian 487 pounds; Egyptian 313 pounds; Brazilian 182 pounds; West Indian 175 pounds. Texas, in 1860, ranked as the fifth State in the amount of cotton; and as there are large areas of unimproved land here, the time is not distant when she will be among the first, if not the very largest, cotton grower in the Union. The cotton lands on the lower Colorado and Brazos rivers are unsurpassed in the United States for fertility, amount of yield per acre. Taking every thing into account, they are the most valuable cotton lands in the country, not being subject to overflow, like those on the Mississippi and upper Red River, and hence they are not liable to malignant fevers, prevalent on those rivers, arising from malaria. Sea breezes from the Gulf moderate the heats of summer, and there are few cotton sections as healthy as those of Southern Texas. The soil is a dark alluvium, abounding in vegetable matter, containing enough alumina to render it sufficiently tenacious to hold moisture; the siliceous lime, and other constituents, finely pulverized, to be easily imbibed and digested to the plant. Sufficient importance is not generally given by agriculturists to this matter. We know that men and the inferior animals obtain the most nutriment from a given quantity of food when it is ground fine. Experiments prove that the different grains ground afford more nourishment to stock than if fed whole; so also do men enjoy better health and receive more strength from food when it is well masticated. So with plants; they grow better in a well pulverized soil, provided that soil contains their proper food in suitable proportions. Chemical analysis of soils proves this. The lands

on the lower Sciota River in Ohio, remarkable for their large growth of corn, of which good crops have been raised in succession yearly on the same land for more than twenty years, with little or no diminution in amount, per acre, are identical, or have almost exactly the same ingredients as some of the sandy, barren soils of New England; the difference being that in the former the silex is a very fine sand, and in the latter very coarse, so coarse that the plant cannot eat it or digest it. This fact is what renders the deltas of all large rivers so fertile, because they are river deposits, and the waters of these rivers, in their long course, only retain the finer particles of matter in solution, until they near their journey's end, where they are deposited.

We think the average yield per acre of ginned cotton in Fort Bend, Brazoria and Matagorda counties is about 600 pounds. When we were in those counties, some planters told us it was a bale and a half per acre, and that three bales per acre was not an uncommon yield. In one instance an average of over thirteen hundred pounds per acre of ginned cotton was obtained from five acres. All agreed that the hands could cultivate more than they could pick out. The cotton hands in the Northern counties of this State will probably average no more than a bale (450 lbs.) per acre. Those on the upper Red River, near Shreveport, in Louisiana, are said to average about 500 pounds per acre—that is, on the bottom lands, along the river; but they are unhealthy, and subject to overflow. The best cotton lands of the State of Mississippi, on the Yazoo and on the Mississippi river, only average about 450 pounds of picked cotton per acre. We allude to this to show that Texas has the best and most valuable cotton lands in the entire South.

The long staple, or sea island cotton, has been cultivated to some extent in this State, but we do not know to what amount. A Mr. Lea, living near Gonzales, told us that he raised it, and considered it more profitable than any other crop, on account of the high price per pound, and the comparatively little expense of conveying it to a market at Lavaca or Indianola. In the winter of 1858 and '59, the writer was in that portion of South Carolina (on the Santee,) where this cotton is raised, and as near as he could ascertain, the average there was less than 100 pounds per acre; to obtain which, good culture and manuring were necessary. This cotton will grow inland, as far as the sea breezes extend. On the sea islands of the coast of South Carolina and Georgia, the manure most valued for the cotton lands is the sea weed, there thrown in heaps on shore by the waves.

The yield of cane sugar in Texas, as given by the census for 1860, was only 590 hogsheds, of 1000 pounds each. The census being made in 1860, of course gives the amount of the preceding year, when an early frost, such as had never before been known since the culture of sugar began, nearly destroyed the entire crop. In 1849 Texas gave a yield of 7,351, hogsheds, being only second to Louisiana, the largest producer of cane sugar. Louisiana's crop

for 1859 was 297,816 hogsheads. The writer spent a few days in January, 1860, with the Hon. Greenville McNeil, at Ellerslie, in Brazoria county, who is said to be one of the best managing sugar planters in Texas. He has from 600 to 700 acres in cane, which has to be planted anew once in three years; but to equalise the work, one-third of the ground is replanted each year. The planting begins from the middle to the last of January, with joints of cane; for this plant never matures its seed either in the United States or Cuba. He plants in drills seven feet apart; but in Louisiana, the distance between the rows is often less by one or two feet. There, also, a hogshead of 1000 pounds is considered a good yield per acre; but as much as one and a half hogsheads are occasionally made. In Brazoria county, two hogsheads of 1200 pounds each have been made from one acre in one season, the average in good seasons being from 1200 pounds to 1500 pounds per acre. The cane is worked with the plow until the last of July, when its tops meet and shade the ground, so as to prevent the growth of weeds; then the crop is "laid by." The grinding of cane begins from the 10th to the 20th of November, and lasts until it is time to plow for a new crop. The molasses is considered as generally sufficient to defray the expenses of cultivation. Some suppose that the increased culture of the sorghum and the abolition of slavery will render the cultivation of the sugar cane unprofitable, and cause many sugar planters to turn their attention to other products. It is true that the sorghum furnishes a large quantity of sweet for the country in molasses and syrups, but three pounds of cane sugar are said to have nearly as much sweetness as five pounds of sorghum sugar. However, as yet, we believe, no sufficiently economical method (to bring it into general use) has been discovered, of converting sorghum molasses into sugar, nor does it seem possible to make as palatable a syrup or sugar of it as that made from the cane. The increase of population, the increased consumption of sugars, and the limited quantity of lands in the United States on which the cane can be grown, we think will make its culture as profitable for years to come as it has been years past. The entire product of the United States in 1860, was 302,205 hogsheads, most of which was made in Louisiana. The amount of cane molasses made by Texas in 1859 was 388,937 gallons, which, like the sugar, and from the same cause, is less than the quantity usually made in this State.

Irish potatoes grow well in almost every section, but in the southern portions of the State seed from the north is usually planted in February, which brings new potatoes in May. According to census report of 1860 we raised 168,937 bushels. We also grow peas, beans, squashes, tomatoes, cucumbers, carrots, beets, turnips, okra, cabbage and other vegetables, and as good watermelons as can be produced elsewhere.

The value of the orchard products of this State in 1860 were \$46,802, while in 1850 they were only \$12,505. This shows that we have had a large and increased attention given to fruit culture,

yet it is very little compared to what Texas can be made to do in the fruit business. Apples grow well, and bear excellent fruit in all the northern and northwestern counties, and when experiment and time shall demonstrate what varieties are best adapted to that region, improvements will be made, and the best kinds grown in sufficient abundance to supply the immediate home and entire State market. Peaches thrive in nearly every section of the State; even the choice northern kinds do well here. By a proper selection of different varieties, early, intermediate and late, we can have this delicious fruit in the vicinity of Austin from the last of June until in October, and by the method of canning, the entire year. The self-sealing can requires but little care in the preparation of the fruit, and the same cans can be used during a succession of years. Instead of bringing canned fruit from the New York market, we should have a surplus to send there. When we have this surplus we shall have increased our home comforts, besides having an additional source of wealth. Fine nectarines are raised at Austin. Texas seems well suited to the plum, for we have more native species than any other State. In some portions of Eastern Texas the common northern species (*Prunus Americana*), grows with little difference in size and appearance from the northern tree.

In the vicinity of Austin we have *Prunus Umbellata*, which has a strong resemblance to the preceding, in trunk and branches, but is different in leaves and fruit; the latter being round, about half an inch in diameter, of a deep purple, or black, when ripe, and very variable in taste; often very sour and astringent, and sometimes of an agreeable acid. It ripens its fruit in July and August. This plum grows also in Georgia, Alabama and Mississippi, and is sometimes called the slow. The "Chickasaw Plum" (*Prunus chicasa*), is both indigenous, and cultivated in this State. It grows to the height of from 8 to 10 feet, branching often, bush-like from near its base, and bears profusely, the fruit ripening from the last of May to the first of July. We have measured specimens at Austin which were a little more than an inch and quarter in diameter; juicy, sweet and good to eat, whether cooked or uncooked. They sold readily in the Austin market at 25cts., specie, per quart. In the upper central counties of Texas is a shrubby plum, 4 to 8 feet high (*Prunus rivularis*), growing on the banks of streams; its leaves resemble those of the common wild cherry (*Cerasus serrotina*), and its fruit is about half an inch, or an inch, in diameter. It is acid, and somewhat agreeable to the taste, and is cultivated to some extent; it ripens its fruit in July, and bears well. *Prunus minutiflora* grows in Washington county, and in the counties further west of it, as far as San Antonio. It is a small shrub, growing in clumps from 2 to 3 feet high, and has a small tomentose, peach-shaped fruit, about half an inch in diameter, which is said, when ripe, to be sweet to the taste, but to have little pulp. The plum tree here has few diseases, and in this portion of the State (Austin), we have seen no black knots, or plum curculios, those destroyers of northern trees and

fruit. The cultivation of some of the best northern varieties of plum promises to prove very successful here, only be careful, and let them be grown from the seed, or small healthy stocks be imported. The apricot, which rarely succeeds in ripening its fruit at the north, on account of the curculio, should it do well here, would prove very profitable; and as it is very similar to the peach and plum, we can see no reason why it would not be a decided success in this portion of Texas.

We have two native cherries, the *Cerasus serotina*, which is the common black cherry, growing in all the States east of the Mississippi river; and the *Cerasus Caroliniana*, called in some of the older cotton States "Mock orange," and in some parts of Texas, the wild peach. It is a beautiful evergreen, growing on rich bottom land, and is cultivated extensively for ornament in the cotton States east of the Mississippi river. It forms a fine ornamental hedge, and can be pruned into various shapes. Its fruit is not edible.

Texas has two native mulberries: *Morus rubra*, common in most of the States of the Union, and also common here. In Western Texas there is the *Morus microphylla*, or the small-leaved mulberry, common on limestone hills, growing to the height of from 15 to 25 feet; it has a black, acid fruit, about the same size as the last species; it is ripe the last of May; and, having been recently discovered by the author, it is not included in our botanies.

Texas has one native blackberry (*Rubus trivialis*), common in nearly every section. It bears very good fruit, is cultivated by some, and ought to be by others, because its fruit improves in flavor, and it also bears more abundantly when cultivated; it trails, and needs support, and when thus treated well repays the trouble.

We have two indigenous persimmons, one of which is common as far north as Pennsylvania; the other is the Mexican persimmon (*Diospyros Mexicana*) found in most of the limestone bluffs in the Western part of the State. It has a smooth bark, small lance, ovate leaf, and fruit 1 to 1½ inches in diameter, which is black, or purplish black, when ripe, in August. It is sweet, and relished by some, and by others disliked.

The strawberry has been cultivated, and, with proper care, succeeds very well; but it needs irrigating during long droughts. It is indigenous, and thrives well in those parts of the State where there is a sufficiency of rain for its wants. Figs are grown in nearly every garden, and bear abundantly; but there is not sufficient attention given in Texas, or in the other Southern States, to the best varieties of this fruit, which are very numerous in Europe. In the London Horticultural Society's Fruit Catalogue, 89 sorts are enumerated. Most of the dried figs of commerce are from the south of Europe. Choice figs are raised about Marseilles, in France, on the shores of the Mediterranean, in open sit-

nations near the sea. The ground is trenched 2 to 3 feet deep, and richly manured, and the trees planted in squares, 12 to 15 feet distant from each other. The trees are kept as low bushes, and never allowed to attain more than 3 or 4 years' growth. Those intended for drying are permitted to remain on the tree until they are dead ripe, when a drop of sweet liquid hangs from the eye. Fowls are said to be fond of figs, and in some parts of France and the Isles of Greece, where they are abundant, they are fed to horses, mules, and cattle, all of which are said to thrive on them. Many places on the Gulf, in this State, are well adapted to the culture of this fruit. There is another fruit growing in the south of Europe which ought to be introduced into Texas—the olive, of which we saw a fine tree growing in a garden at Columbia, South Carolina, and also had the pleasure of eating some of its fruit. There is little doubt but that this tree would thrive here.

A few days ago, (July 3d, '66,) we received a letter from a French gentleman in Paris, France, inquiring about Texas, and what Frenchmen could do here; as, on account of the impending war in Europe, many wished to come to America. We stated, in reply, among other things, that they could raise fruit; and, in addition to the preceding, they can also grow grapes, for which this State possesses peculiar advantages, there being at least seven species indigenous here, besides others from abroad in cultivation; of these, the mustang grape (*Vitis mustangensis*) is the most widely diffused and the most abundant. It grows throughout most of the State, excepting some parts of Eastern Texas, and perhaps a part of Northwestern Texas; it attains a large size, sometimes almost completely overspreading the largest trees, and is readily known by its leaves, which are of a deep green above and white and tomentose beneath; besides, its fruit has very distinctive characters—it has a large black fruit, sometimes nearly an inch in diameter, and clusters of a moderate size; it is little esteemed for eating, on account of an acid juice in the inner cuticle of the skin, which, if swallowed, gives a burning pain in the throat; still, the pulp is quite palatable and wholesome, if squeezed out and eaten without the skin. It makes what we think to be an excellent red wine, which, by age, attains strength and flavor.

The Lincecum grape (*Vitis Lincecumii*) grows in Eastern Texas and in the eastern parts of the central portion of the State, in post-oak openings, whence it is often called the "post-oak grape." It is of low habit and slender form, growing in clumps or climbing over small trees and bushes to the height of from 4 to 10 feet. It has larger leaves than any other species of American grape, and has large clusters of thin-skinned, purple berries, about three-fourths of an inch in diameter, which are juicy and of a pleasant acid taste. Fruit ripens the last of June and the first of July. It is well worthy of cultivation, being

certainly good for table use; and it ought to be tested as a wine grape.

The mountain grape (*Vitis Monticola*) is of similar habit to the last, being seldom more than 10 feet high. It has small cordate leaves, of a pale green color, which are smooth above and more or less pubescent beneath, especially along the nerves. Its clusters are rather densely fruited with white or amber-colored berries, one-half or three-quarters of an inch in diameter, thin skinned, which are ripe in July and August. It is said to be sweet tasted and of a very agreeable flavor. It is sparingly cultivated, being as yet little known. Specimens of it, with unripe fruit, are in the collection at the geological rooms, and they have a strong resemblance to those of the Winter grape, from which it is distinguished by its fruit and difference in time of ripening, its smaller leaves and its smaller size throughout.

Mr. Lindheimer, a well-known German botanist of New Braunfels, who has done much to elucidate the botany of Texas, and who first brought the next species into notice, also first called our attention to this grape, which, with the two preceding species, we first described in the proceedings of the Academy of Natural Sciences of Philadelphia, for 1861.

Mr. Durand, a French botanist, in describing the mustang grape, in 1862, gives it the name of "*Vitis candicans*," supposing it had previously been described by Dr. Engelman under that name. This is a mistake. Dr. Englemann never published any description of the mustang grape, nor was any botanical description ever published of it previous to ours in 1861.

The Rock grape (*V. rupestris*) grows along the borders of rocky streams in Northwestern Texas. Its leaves are small, smooth and shining, above and below, of a deep green, and coarsely toothed. Its branches are rather stiff and erect, three to four feet high, seldom trailing, but often growing like raspberries and blackberries, in thick clusters of nearly vertical stems. It has small clusters of densely placed black berries, about one-half an inch in diameter. Its fruit is said to be thin skinned, slightly acid and good. Its leaves resemble those of the muscadine grape. The other grapes growing wild in Texas, being also found in many of the States east of the Mississippi, are well known.

The Winter grape (*V. cordifolia*) is common in Central and Eastern Texas, and is, next to the mustang, the most widely diffused.

The Muscadine, or Bullace grape (*V. vulpina*), is confined to the southern and southeastern counties, extending in Central Texas as far north as Washington county. It is called Scuppernong in the eastern part of North Carolina, where it is much cultivated for making wine.

The returns of wine made in this State in 1859 are 13,946 gallons, most of which, we suppose, was made from the mustang

grape, except, perhaps, a few gallons made from the El Paso grape, on the Rio Grande. Ohio made at the same time the largest number of gallons—562,640, and California next, viz: 494,516 gallons. The total amount produced in the United States was 1,850,819 gallons, while in 1850 it was only 218,023, which is less than half the amount now made in the single State of California, which has a climate similar to that in Central and Western Texas in the dry region. The growth of the grape proves so profitable that it is now receiving general attention in Ohio, New York, and other Northern States, where poor side-hill lands suited to the grape were sold last season at \$200 per acre, without buildings and under poor fence; and lands with bearing vines were valued at \$1,000 per acre. We saw five acres of grapes at Naples, in Ontario county, Western New York, last September, the fruit of which was sold on the vines at \$3,000, the buyer being at the expense of picking. This was on a gravelly side-hill, and the vines had received no manure, which a few years since was considered so essential to their cultivation in that section. There is no danger of overdoing the business, for we now annually import millions of gallons of wine from Europe, a large portion of which is impure and adulterated—at least, every body seems to think so—hence good American wines command the highest price in the markets of our Northern cities, with perhaps the exception of champagne and some other choice kinds. A loamy clay soil, in a limestone section, is the best soil for the vine, according to the experience of the best Ohio wine makers, where the Catawba is the principal grape cultivated. Hill-sides and gentle slopes are preferred, because on such soils underdraining is unnecessary. Such places and soils are also preferred in the State of New York, where the Isabella takes the place of the Catawba as a wine grape. Grapes which have less than 15 per cent. of saccharine matter require sugar or alcoholic spirit to be added to the wine made from them, in order to have it good, and even grow better by age.

Below we give the analysis of some American grapes made by Charles F. Jackson. We regret that we cannot include all species of the grapes of Texas in the list:

	Juice per lb., fluid ounces.	Specific gravity.	Per cent. saccharine matter.	Grape sugar.	Alcohol.
Catawba.....	11	1.0751	17.5	21.8	10.65
Isabella.....	11½	1.0640	16	14.7	7.03
Fox grape (<i>Vitis labrusca</i>)..	12	1.0510	13	15	7.5
<i>Vitis æstivalis</i>	11½	1.0530	13	8.97	4.48
Winter grape (<i>V. cordifolia</i>)	10½	1.0360	9	6.2	3.1
Scuppernong (<i>V. vulpina</i>)..	8	1.0480	12	9.8	4.9
Clinton.....	11	1.0880	22	20.5	10.25
Concord.....	12	1.0550	13.5	17.8	5.9

It is customary to add a certain proportion of water and sugar to the grape juice, to overcome the acids and render the wine

more agreeable. The sugar is converted into alcohol, and gradually precipitates part of the tartaric acid as bi-tartrate of potassa, or cream of tartar. It has been supposed by some that American grapes did not contain a sufficient portion of tartaric acid to make wines equal to those of Europe, but chemical analysis proves the contrary, and also shows us that if there be any lack of this ingredient, it can be supplied by adding cream of tartar. Tartaric acid is peculiar to grapes, giving them their sourness or acidity. It is so called because it is extracted from the tartar or crust deposited on the sides of casks or bottles of old wine, and this is why wines lose a portion of their acidity, and improve by age in taste and flavor. This odor arises from a substance called *cœnanthic ether*, which does not exist in the juice of the grape previous to its fermentation, but of which it is a product. It only exists in a very small quantity in grape wines, and, joined with other fragrant substances, found in a greater or less quantity in them, is the cause of their peculiar scent or *bouquet*, so well known to good judges of wine.

Aided by chemistry and experiments, the wine makers of Germany and France have recently made great improvements in their business. The following proportions in 1,000 pounds of grape juice are adopted as a standard in those countries as forming the best wines:

Sugar.....	240 pounds.
Free acids	6 pounds.
Water.....	754 pounds.
Total.....	1,000 pounds.

That is, the analysis of the best wine-making grapes affords about these proportions. To ascertain the actual proportions of sugar and acids in the must or grape juice, they have two instruments—a must scale and an acidimeter—and if the juice does not contain the proper quantity of sugar or acid it is added. For making wine grape sugar is the best, but if this cannot be obtained, the best white cane sugar should be used. We suggest that some of our Texan wine makers try the experiment of substituting sorghum molasses for cane sugar on a limited scale in the manufacture of wine.

We have dwelt somewhat upon grapes and fruit culture, because we think it will soon become a leading business of many people in this State, for as great profits can be realized in this business on a few acres as on many, with the continual expense of many servants incidental to the culture of cotton, sugar, tobacco, or the different grains. The culture of fruit gives pleasure to the eye and health to the body. The blossoms, the growing and the ripe fruit, delight the sight and afford a wholesome food; and, if well pursued as a business, the surplus sold forms a good income.

ART. VIII.—DEPARTMENT OF COMMERCE.

1.—COTTON AND THE COTTON TRADE.

OUR predictions as to the course of prices, first announced in April last, and repeated since then in each successive number of the REVIEW, are, we are sorry to say, now being realized. The quotations now current for middling uplands—say 19c. to 20c. in New York, and 8 1-8d. to 8½d. in Liverpool—will not, in view of the present condition of the labor element in the South, the burthen of the cotton tax, and the countless drawbacks which have assailed the planter at every turn, defray the first cost of production. In fact, we have the strongest assurances, from intelligent, experienced and reliable sources, that, in the event of prices ruling throughout the season as low as they are now, the balance sheet of the most prosperous cotton plantation will show a most grievous loss.

The prospect of a large yield of the staple throughout the entire cotton-growing region, so flattering in the early summer months, has not been uniformly realized, and estimates of the growing crop, which in July were fixed at fully 8,000,000 bales, have been revised from time to time—as some new difficulty or fresh disaster supervened—and the best informed merchants and commercial writers now agree upon two and a quarter to two and a half millions as the probable yield, with a decided leaning to the smaller figures. In addition to the destructive ravages of the worm, and the continued rains in August and September, our planters have had to contend with an evil which they are powerless to remedy. We allude to the loss of time incidental to the political agitation among the freedmen, which the radical leaders will not suffer to subside until radical ends and aims are accomplished. What with registration, public meetings, loyal leagues, conventions and elections, opportunities are constantly recurring which enable the freedmen to gratify their natural indolence; and the planter sees his fields deserted, and the scanty product of months of hard labor and heavy expenditure dropping from the stalk and rotting in the trenches for want of pickers. It is sad to think of the ruin entailed upon the South by the sudden initiation of its laboring masses into the mysteries of politics. Ignorant and vain, the freedman fancies the right of suffrage to be a sort of magic bridge, arching, in a single curve, the broad gulf that separated him from the social status and privileges of his former master. In this conceit—fostered and encouraged by the unprincipled swarm of office-holders who are fattening in the South on the fruits of radical legislation—they have become utterly demoralized, impatient of restraint, idle, thriftless, thievish and drunken; and the future is red with omens of incendiarism and murder, when the hopes and dreams excited by bad white men shall have been exploded.

A writer in one of our exchanges, after depicting the condition of affairs in the Southwestern States, thus alludes to the evil we are speaking of. He says:

But the real and true army worm, that will prove most destructive to the planter this season, are a lot of incapable, low and narrow-minded bureau

agents, that are constantly interfering with the negroes and preventing them from working. And these incapable satraps are more damaging to the country than all the attacks of the worm could possibly amount to. Kept at an enormous expense, these parties, through their ignorance and malice, are overrunning and destroying everything, and every prestige of the principles of labor in the South.

Additional evidence as to the increasing immorality and worthlessness of the freedmen, and with regard to the hazardous condition of society in the South, is furnished in a letter from Hilton Head, written by a Northern man to the *Baltimore Gazette*, from which we make some extracts:

It only requires a visit to these islands to make a thorough pro-slavery man of the rankest Abolitionist. Now that picking has commenced, the hands have to be watched night and day; and, with all that can be done, they will steal a great deal. They sell whatever they steal to a few white men here, who have a bad influence upon them, and corrupt them for gain and in hopes of getting their votes. The negroes have been taught to believe that the land is to be given them, and if the military were not within reach, it is doubtful whether they could be kept even in that little subjection in which they are.

They are the most idle, worthless, filthy and sullen set of creatures I ever saw. They quarrel all day, and when night comes they keep their eternal fiddle going till a late hour, and dance the double shuffle and hoe-down to its music.

They have ruined many Southern planters who had but little capital and endeavored to work their plantations on shares. In almost every case the negroes got short of provisions, from extravagance and carelessness, and abandoned their crops to find money elsewhere. The moment they earn enough to feed themselves for a few days, they quit, and wander about or lie down and sleep. Our corn crop, fifty acres, was entirely lost for want of labor.

We notice that the question of repealing the cotton tax is being agitated in business circles North, and there is a strong probability that Congress will be called on early in the approaching session of that body, to undo this mischievous and spiteful piece of folly. The Association of Cotton and Woollen Goods Manufacturers, of Philadelphia, have had the matter before them, and, after much discussion, decided that a tax on the raw material was in the highest degree detrimental to the interests of the manufacturer. It was shown that very little benefit had been derived from the impost of fifty per cent. on foreign cotton fabrics, the protection thus afforded being neutralized by the tax of thirty-three per cent. levied upon manufacturers. Some of the members called attention to the fact that the government receives but a small proportion of the tax of $2\frac{1}{2}$ per cent. upon the raw material. Estimating the present crop of cotton at 2,500,000 bales, of 500 pounds each, the gross tax would amount to \$30,000,000; but it was distinctly claimed and asserted that, of this enormous drain upon the industrial resources of the South—already crippled and otherwise taxed to the uttermost—not over \$5,000,000 would reach the vaults of the government, the other \$25,000,000 passing into the hands of the agents employed by the United States. This is a startling commentary upon the administrative, executive and financial ability of the party of great moral ideas.

In the New York Chamber of Commerce, on the 3d instant, Mr. Matthew Maury gave notice that he would, at the next meeting, move the adoption of

the memorial to Congress, which was rejected by the chamber last September, for the removal of the tax on cotton. This is a step in the right direction, but it does not go far enough. The present reconstruction policy of the radicals must be materially modified, or, better still, entirely abrogated; the Freedmen's Bureau must be abolished, and the relation of labor to capital left to the influences of natural laws in the South, or the days of cotton-growing in America will be numbered, and the people of the United States must be prepared to see the fairest section of our country—a section that contributes two-thirds of all the exchanges required in our foreign commerce—sacrifice, in a few short years, the fruits of a hundred years of civilization and toil, and degenerate into a wilderness.

A very able and interesting treatise, entitled "Remarks on the present state of the Cotton Trade, and the Financial Condition of England," has recently appeared in pamphlet form. The author follows the line of argument which we have pursued since our editorial connection with the *REVIEW*—namely: that the cotton trade had, in 1860, attained a forced and unhealthy growth, and but for the relief afforded by the interruptions incident to the American conflict, would have, some time in the past five years—very likely in 1861 or '62—suffered a most disastrous collapse. It is now estimated that a supply, from all sources, of three and a half to four millions of bales, will be more than sufficient to meet the demands of consumers dependent upon the manufacturers of England, and this supply is well assured. India now sends about the same number of bales to Great Britain as we do, but her bales are lighter and her staple, though much improved, not near so good. It is true that it has been asserted that the diversion of so much labor, land and capital, to the cultivation of cotton in India, has been the sole cause of the recent terrible famine that swept that country like a simoon, and counted its victims by tens and hundreds of thousands; and it is equally true that, owing to the costs of transportation, India could not grow cotton profitably in competition with us before the war; but neither of these drawbacks afford us any ground for hope that we will recover our former monopoly. Future famines will be provided against, and if not, from her teeming, swarming, superabundant populations, India can soon replace those that perish. Her distance from market is now counterbalanced by our changed labor system and the increased cost of growing cotton in America. We make a few extracts from the work before us on this point:

It is now generally admitted that we shall receive more cotton this year than in any previous one; but it will be shown that for the future the supply of the raw material will always be equal to the demand, however much may be required to feed the mills of all the spinners and manufacturers in the world. The fact is that markets may be overstocked; and were all the existing machinery kept in full work, a greater amount of manufactured goods would be produced than the world could find use for. The limit would be in the consumption and requirement, not in the production. In a word, there is much more cotton machinery than can be profitably employed. It may be taken for granted that, even if present prices are maintained, and not exceeded, we shall receive 2,500,000 to 2,750,000 bales from the cotton growing districts other than the United States. For, although the cost of

the production of cotton in North America is certainly more than it was before the war, owing to the rise in labor and all necessities of life, the cost of production of cotton in India, Egypt and other countries, is certainly less than it was six years ago, owing to the improved system of cultivation and irrigation that has recently been introduced. We may always rely on receiving:

From	Bales of		
India	330 pounds.	1,500,000	to 1,750,000
Egypt.....	500 "	350,000	to 450,000
Brazil	200 "	450,000	to 500,000
Central America.....	300 "	120,000	to 150,000
Turkey.....	350 "	40,000	to 50,000
Total.....		2,400,000	2,900,000

In North America the crop for the next two or three years will not exceed from two and one-quarter millions to two and one-half millions, of which one and one-half to one and three-quarter millions will be available for England. In a few years the growing of cotton must be abandoned by its present cultivators altogether, and pass into the hands of farmers, negroes and others, who will take up small plantations of twenty to forty acres, and grow there as much cotton as they and their families can attend to without the aid of hired labor, just as wheat and other cereals are grown in the North. It will be found that it cannot pay planters any more to cultivate large tracts of land with cotton and to hire negroes to do the work. Labor will be too dear and too uncertain to make the chance of profit worth the risk; but when a farmer settles on twenty to forty acres of land, he and his family can attend to the cultivation of fifteen to twenty-five bales of cotton, and be well paid for their labor, besides growing sufficient corn for their own maintenance. The probability is that the negroes in America will be almost exterminated. Gradually the bulk of them will be driven West, as the Indians were, and neglect and starvation will kill them soon. Be this as it may, we may fully rely on getting, for the next two or three years, no less than three and a half to three-quarter millions of bales—a quantity which will be more than enough to produce the goods which the world can absorb. It is now to be proved that the present quantity of cotton machinery is vastly in excess of our wants, and cannot be profitably employed. In the years 1858, 1859 and 1860, a degree of prosperity prevailed among spinners and manufacturers such as had never before been witnessed. New mills, most of them of immense size, sprang up during 1860 and 1861, in all directions. Alderman Baynes stated, in a paper read before the Blackburn Mechanics' Institution, in 1860, that round about Blackburn twenty-eight new mills were then being built; but the favorite places for mills were Wigan, Bolton, Oldham, Staleybridge, Bury, Preston, Bacup, Todmorden, Halifax, Burnley and Newchurch, and such out-of-the-way places as Nuneaton and Coventry. The increase in mills since the last census was taken cannot be less than from eight to nine millions of spindles and fifty to sixty thousand looms. Most of these mills were still being built when the cotton famine began. Were the enormous mill power to be set to work now, the consumption of cotton would certainly average sixty thousand bales of four hundred and forty-four pounds each per week. The exports of 1859-60 glutted the world with cotton goods; and, making allowance for the natural and legitimate increase in the consumption, it is certain that the human race could not even now absorb the quantity of goods which was made annually in those days. But we have now the machinery capable of supplying thirty per cent. more than at that period. Can it be employed profitably? The answer certainly will be, no. If all the cotton machinery were set in motion, the raw material would get up thirty per cent. in price, and yarn and goods would fall, for stock would accumulate within a short time to such an extent as to be wholly beyond the capacity

of merchants to grapple with. India and China buy little or no more cotton goods from us than they used to do, notwithstanding the enormous increase in the aggregate value of our imports from those countries. Very little of the money which was made by cotton speculators and dealers in Manchester, Liverpool and India, between 1860 and 1864, has been retained by those who originally made it. The Bombay people lost their gains, first by the subsequent fall in cotton; secondly, by speculation in stocks and shares; and now most houses are actually poorer than they were before the great rise in cotton took place. In fact, hardly one-third of the commercial firms in Bombay have remained in existence; the others have failed or have wound up their business and gone away. "In Liverpool it is the same thing. The money was as quickly lost as it was made, and very few houses have retained the wealth acquired between 1861 and 1864." Owing to the price of labor, &c., having risen enormously since 1860, the cost of spinning is twenty-five per cent. more than in that year. But this is not all. The power and independence of the working classes have increased in a manner not to be expressed by figures. They are virtually the masters of the trade, and the mill-owners will have henceforth more trouble with them than ever before; and although the operatives may be unsuccessful ultimately in their war against capital, the mischief done will be very great. The chief enemy to British industry are the trades unions. In Germany and France, any attempt by them to interfere between independent workmen and their employers would bring upon the perpetrators such punishment as would prevent similar attempts for a long time to come. Naturally enough, legal forms, the great safeguard of the subject against injustice and oppression from the government, are set aside in such consequences; but as the evil which trades unions bring on any country is of the gravest kind, and outweighs by far the good which they have ever done for their own order, such considerations should be of small importance. But here in England neither government nor Parliament dare interfere; and they will not only soon be the most formidable body in the state, but one that, knowing its power, will use it to its own advantage to the utmost. The position of the cotton spinners and manufacturers is much aggravated by their inability to combine against the trades unions, and they are also jealous of and distrust one another; and if ever any agreement is made between them, it is sure to be broken soon by some. In February last some spinners in Oldham, representing altogether about one million spindles, met in the Manchester Exchange, and agreed to work only three days per week, and signed a document to that effect. Every one of those gentlemen went home that day determined in his own mind not to carry out the convention, and chuckling at his cleverness in having bound his neighbors' hands. Of course all remained as before, and no reduction in the working hours took place. But this kind of conduct shows a jealousy and want of adhesion between the members of the cotton industry which are as reprehensible as they are injudicious. The cotton spinners, by working short time, can, whenever they like, avoid incurring losses. Reducing the production of goods must raise prices; and, accompanied as it is by a diminution in the consumption of cotton, it will lower the price of raw material, and increase the margin between cotton and yarn. Cotton dealers and brokers manage "differently." "They present a compact body to strangers and an unbroken front to the buyer, always plotting and combining how to keep up prices; and they generally succeed in anything they undertake against the undisciplined band of spinners and manufacturers."

Messrs. Willis & Chisolm, of Charleston, S. C., have sent us their annual Circular, embracing their views and estimates of the growing crop, together with some valuable statistical information, which we insert without alteration:

CHARLESTON, S. C. September, 1867.

In our Circular last year we gave our views upon the probable amount of the cotton crop of 1866 and 1867, with the estimated production of each of the Southern States.

With the lights then before us we fixed the aggregate at 2,207,700 bales, which has proved somewhat in excess of the true amount. The difficulties which environed the subject forbade an exact estimate of the entire crop at so early a date as September 1st; nevertheless, in this and the adjacent States where we had better opportunities for observation, it will be seen that our figures conform with remarkable fidelity to the actual result.

Whatever discrepancies exist will appear in the estimated production of the more remote States of the South-west, for which we were dependent on the views of correspondents.

Our Estimate was as follows:

The true Result appears to be:

Florida.....	65,000 bales.....	57,560 bales.
Georgia.....	260,000 ".....	255,960 "
South Carolina.....	158,000 ".....	160,650 "
North Carolina.....	35,000 ".....	38,163 "

But it will be remembered that the Autumn of 1866 was one of the most unfavorable on record. The severe drought protracted far into the season, with the inroads of caterpillars in certain sections, and the early frost, will account for the difference between our estimate and the ascertained amount of the crop.

Superadded to this, the general failure of the provision crops last season throughout the South, rendered the prospect appalling in the extreme, and filled with alarm all those who had contributed their means in aid of our agricultural industry, and whose advances were jeopardized by such a combination of disasters.

Before proceeding to give our opinion upon the growing crop (1867-68) we have prepared the following comparative statement of facts connected with the culture of the staple, with the amount of the annual crops for the last 27 years:

YEARS.	FIRST BLOOM. FIRST FROST.		LENGTH OF SEASON.		NEW CROP RECEIVED TO SEPTEMBER 1.		TOTAL CROP.
			M'ths.	Days.	Bales.	Bales.	
1839-40..	May 24..	Nov. 7.....	5....	13.....	30,000.....	2,177,835	
1840-41..	June 6..	Oct. 17.....	4....	11.....	32,000.....	1,634,945	
1841-42..	June 10..	Oct. 15.....	4....	5.....	3,000.....	1,683,574	
1842-43..	May 17..	Nov. 1.....	5....	14.....	300.....	2,378,875	
1843-44..	June 12..	Oct. 15.....	4....	3.....	7,500.....	2,030,409	
1844-45..	May 31..	Oct. 30.....	5....	0.....	7,500.....	2,394,503	
1845-46..	May 30..	Nov. 3.....	5....	8.....	200.....	2,100,547	
1846-47..	June 10..	Nov. 1.....	4....	21.....	1,121.....	1,778,615	
1847-48..	May 29..	Nov. 27.....	5....	28.....	3,000.....	2,247,634	
1848-49..	June 1..	Nov. 20.....	5....	19.....	575.....	2,728,596	
1849-50..	June 15..	Nov. 3.....	4....	18.....	255.....	2,096,706	
1850-51..	June 27..	Oct. 26.....	4....	0.....	3,200.....	2,355,257	
1851-52..	June 15..	Dec. 1.....	5....	25.....	5,125.....	3,015,029	
1852-53..	June 24..	Dec. 5.....	5....	11.....	6,716.....	3,262,882	
1853-54..	June 6..	Oct. 26.....	4....	20.....	1,890.....	2,930,027	
1854-55..	June 11..	Nov. 13.....	5....	2.....	26,079.....	2,847,339	
1855-56..	June 14..	Oct. 25.....	4....	11.....	1,800.....	3,537,845	
1856-57..	June 19..	Oct. 1.....	3....	12.....	100.....	2,939,519	
1857-58..	June 28..	Nov. 20.....	4....	32.....	8,031.....	3,113,962	
1858-59..	June 2..	Nov. 8.....	5....	6.....	12,369.....	3,851,481	
1859-60..	May 25..	Oct. 30.....	5....	5.....	51,000.....	4,664,717	
1860-61..	May 31..	Oct. 13.....	4....	13.....	300.....	3,656,086	

1861-62	860.....*	1,000,000
1862-63	200.....	1,250,000
1863-64	400.....	850,000
1864-65	169.....	568,000
1865-66. June 23., Oct. 20.....3.....27.....		2,151,043

* Estimated during the war.

It is evident that all estimates of the crop of 1867-68 must be to a great extent conjectural, more so, perhaps, at the present time than at any former period since the growth of cotton in the Southern States.

In former years, the number of small planters was comparatively limited, especially in the more productive sections, and a large proportion of the crop made by individuals, upon extensive tracts of land, through a system of labor under perfect regulation and control.

This state of things no longer exists, and the instances are rare where the planter numbers his cultivated acres by thousands, or is able to command a reliable force for extensive agricultural operations.

This class of producers has nearly disappeared, while the number of those has increased who grow cotton on a very limited scale, or who make it secondary to grain or other crops.

It is not easy to obtain fully reliable accounts even of the present condition of the cotton crop throughout the whole extent of the country, and when the various contingencies which may affect the plant hereafter are considered, the difficulties are apparent which must beset all attempts at an estimate of the final result.

The season has been one of the most unusual on record. Heavy rains have prevailed generally over the country, and caterpillars prove very destructive in many sections.

Politics and Registration also divert the attention of the negroes, and withdraw them from the field at a critical period of the crop.

But upon the length of the season, more than any other cause, will the amount of the growing crop finally depend, hence the uncertainty which must attend all estimates even of the best informed, and at this early period they can be little more than guesswork and conjecture. Nevertheless we give the following as the probable result, with the condition of the crops in the several States from the latest accounts :

Estimated Receipts for

1867-68 at Louisiana.—In many sections of this State the worm has destroyed entire crops, and sufficient time remains to admit of great damage to the rest.	
<i>Bales.</i>	
New Orleans.....735,890	Arkansas.—Less land than usual has been planted this year, but the crops look well, and the prospect is encouraging.
	Mississippi.—In the central and northern parts of the State the crops are doing well. In the wet lands of the southern portion the worms are doing much injury, and dry weather is much needed throughout the entire State.
Texas.....195,700	Texas.—The caterpillar prevails throughout the State, the Southern portion suffering most. In the east, crops are good and promise well.
Mobile.....375,600	Alabama.—Reports flattering, though they have the worm in many localities, but to this time the damage is unimportant.
Savannah....348,250	Georgia.—The prospects are flattering. The rains have done no serious damage so far, and little injury from worms.
Charleston....265,000	South Carolina.—Reports uniformly favorable, except on the Sea Islands, where the rains and caterpillars have done incalculable and irreparable damage.

Florida.....	65,000	Florida.—The prospects were good until the recent incessant rains, which have done much damage and caused great injury to the crops from caterpillars. Early receipts cannot be expected from this State.
North Carolina.	47,080	North Carolina.—This State is exempt from the worm, but great fears are entertained that a promising crop will be cut short by the rains.
New York....	166,800	Tennessee.—The crops promise well on the limited quantity of land planted.
Virginia.....	130,700	
Other Points..	45,200	

2,375,220 bales.

To our planting friends, we would repeat the advice given in our last Annual Circular, in regard to the preparation of their cotton for market. On this important particular too much care cannot be bestowed.

The cotton should, whenever practicable, be assorted in the field, and each quality separately ginned to secure perfect uniformity in the contents of the bales. Bagging should be freely used, with a view both to appearance and security, and we would recommend that rope be employed rather than iron ties, as it has the preference in the markets of Liverpool and New York, the last named port making a discriminating allowance of 2 lbs. per bale in favor of rope-bound cotton. Not less than six ropes should be used to each bale.

SEA ISLANDS.

We regard the crop of Sea Islands in this State as verging on a failure, in consequence of the incessant rains and widespread havoc of the caterpillars, whose ravages this season are beyond all former experience. Georgia has suffered less from this cause. In Florida the prospect is now clouded by the unfavorable weather, the fields being flooded by rains, and all out-door pursuits seriously interrupted.

Here, also, much depends upon the length of the season, and an early frost would materially reduce the estimate of the entire crop of Sea Islands, which we now fix at about 23,500 bags.

WILLIS & CHISOLM.

Since the publication of this circular, the discrimination against hoop-bound bales in the New York market has been done away with, and as cotton baled with the iron ties can be insured at a third less premium, and as the hoop really makes the neater package, we trust to see it generally adopted. The following card recently appeared in the New York papers signed by sixty-three of the principal receivers in that city :

NEW YORK, August 17.

We the undersigned cotton merchants of this city, hereby agree that after this date we will make no allowance for iron bands on cotton.

Six bands to be allowed to each bale, and any bands over six to be cut off before weighing.

The estimates of Messrs. Willis & Chisolm are a little in excess of those furnished by Mr. Delmar, Director of the Bureau of Statistics, Washington, as far as official returns have enabled him to prepare a report. We give Mr. Delmar's letter to a New York firm in full, and our readers may note the differences.

TREASURY DEPARTMENT, }
BUREAU OF STATISTICS, October 2, 1867. }

"Gentlemen: To yours of September 4th, asking for statistics of this year's cotton crops, I would reply that full returns having reached this bureau

from nearly all the collection divisions (over two hundred in the aggregate) of the States of Mississippi, Georgia, Alabama and Florida, I can now furnish the statistics for these States.

"The only official statistics this bureau can furnish are such as are revealed incidentally through the execution of the fiscal and revenue laws. The condition of the public debt, the import entries at the custom house, the clearances, the warehouse transactions and tonnage registries, and the payments of internal taxes, etc., are incidentally of this nature. Beyond the preparation of these data this Bureau has no functions.

"Conceiving, however, that our internal revenue organization might, after some practice, for statistics require practice as much as other things, be made serviceable for future statistical purposes, I last year commenced a series of censuses through their instrumentality. Some of these censuses are already completed; those of the population and cotton crop, not quite ready. Others are still in progress; as those of manufactures, mines, railroads, &c. These data are supplied gratuitously by the division officers, and from their personal observation, and though not official, are probably sufficiently reliable. Certainly a great deal of credit is due to the officers who furnish them, and who to do so are often put to considerable trouble. Now and then some thoughtless person (see *New Orleans Times* dated August 24, 1867), will forward a fictitious reply to questions asked; but such replies are easily detected and remedied. The vast number of returns received, covering as they do by small sections the entire face of the country, ought, in my opinion, to impart considerable confidence in their aggregate correctness.

"It was by the means I have described that the appended statistics were compiled, and now you can judge for yourselves how far they can be relied upon. There are, as I have said, over two hundred collection divisions in these four States. About twenty-five of these have not reported, and I must ask you to make your own allowance for the difference this would make in the complete returns.

"The returns from the wanting divisions, and from the other cotton states, will be ready, I presume, during the coming fortnight; but many of the collection districts are so remote from mail facilities, that it is somewhat risky to count upon their responses.

State.	Number of acres sown with cot- ton '67.	Estimated yield of cotton, 1867. Bales of 450 lbs.	Yield in 1860 ac- cording to census. Bales of 400 lbs.
Alabama.....	1,123,529	325,287	989,955
Georgia.....	1,130,055	309,937	701,840
Mississippi.....	807,375	262,654	1,202,507
Florida.....	119,665	39,775	65,153
	31,180,624	937,653	2,959,455

"Yours very respectfully,

"ALEX. DELMAR, Director."

Our own views with regard to the crop of 1867-68, and as to the future course of the market can be briefly stated. We think the crop will turn out somewhere near two and a quarter millions of bales, which will give us about the same quantity for the year as in 1866-67, probably less, as we enter the new year with scarcely any stock on hand. Touching the course of the market, we are of opinion that prices have not yet reached the lowest point, but that the downward tendency will continue until the bulk of factors' acceptances, given during the spring and summer at long dates for fertilizers and provisions, have been retired. The opening of the commercial year found the leading cotton commission houses financially exhausted

by advances to planters while growing the crop, and with an immense amount of paper afloat which is now maturing. During the present and the coming months, until about the 15th January, millions of these obligations have to be met, and hence the rapidly augmenting receipts of the staple. The pressing necessities of all classes in the South, the miserable allowance of banking capital at their command, the jealous regard our merchants have ever manifested for their good names, the shifts and strain they have been put to all through this weary summer, the longing for relief, all point one way, *the crop must come forward* and when in the market must be realized upon. This is clearly shown by the readiness with which brokers yield their figures in the presence of a fairly active market, and by the fact that the receipts this fall are already some 10,000 bales in excess of receipts for the same time last year. The demand for export is unusually light, showing a falling off of over 35,000 bales since Sept. 1st, as compared with last season. The Liverpool market is well supplied, and although spinners have been taking freely, quotations have steadily yielded. The failure of several leading cotton firms in Liverpool having Southern connections, has had a gloomy tendency upon the market. We look for no improvement until next February, when possibly a slight reaction may occur. We annex the statement of the New York *Financial Chronicle* to latest dates.

RECEIPTS AND EXPORTS OF COTTON (BALES) SINCE SEPT. 1, AND STOCKS AT DATES MENTIONED.

PORTS.	REC'D SINCE SEPT. 1.	EXPORTED SINCE SEPT. 1 TO—			SHIP- MENTS TO NORTH.	STOCK.
		Great Britain.	France.	Other for'gn	PORTS.	
N. Orleans, Sept. 27.	5,440	877	...	....	877	4,704 17,095
Mobile, Sept. 27.	9,138	...	....	....	....	1,790 9,158
Charleston, Sept. 27.	2,876	....	....	....	....	2,935 1,169
Savannah, Sept. 27.	8,597	....	....	....	....	7,197 2,034
Texas, Sept. 20.	579	473	...	....	473	714 2,410
New York, Oct. 4*.	1,729	4,844	142	735	5,721	.... 32,722
Florida, Sept. 20.	87	....	....	....	....	.... 5
N. Carolina, Oct. 4.	439	....	....	....	....	439
Virginia Oct. 4.	1,495	....	....	....	....	1,495
Other ports, Oct. 4*.	936	....	....	....	....	.... 13,000
Total.....	31,266	6,193	142	735	7,070	19,274 77,593

* In this table, as well as in our general table of receipts, etc., we deduct from the receipts at each port for the week all received at such port from other Southern ports. For instance, each week there is a certain amount shipped from Florida to Savannah, which in estimating the total receipts must be deducted as the same shipment appears in the Florida return. We are thus particular in the statement of this fact as some of our readers fail to understand it.

2.—THE SEA ISLAND COTTON CROP.

From Messrs. Willis & Chisolm we also have the following minute statement of the condition of the Sea Islands, where the most wide-spread disaster and devastation have latterly prevailed, bringing ruin and despair to those who, earlier in the summer, had every reason to anticipate a favorable season. The blow falls more heavily upon this class of our planters, for the

reason that their estates were abandoned early in the war, and were, in nine cases out of ten, completely ruined when restored to them, requiring large outlays and great energy to place them again in working condition. In many instances the business was resumed with borrowed capital, and the failure this year will make many of them bankrupt. Less than a third of a crop will be made in South Carolina, and not more than half a crop in Georgia.

Memorandum of the crop prospects of the Sea Islands of South Carolina, Georgia and Florida, September 27, 1867:

SOUTH CAROLINA.

- Edisto Island.... The prospects are very poor, and the yield will not be more than half a crop in any event, even if the worms do no further damage. Under the most favorable circumstances, the white planters will not make more than fifty pounds and the negroes fifteen pounds to the acre.
- John's Island Infested by the worm. Twenty-five pounds, at the utmost, is all that can be expected.
- Beaufort District..... The crops are suffering terribly from the recent rains and the caterpillars, and the work is slighted by the negroes to a great extent. Cannot expect one-third of a crop.
- James Island ... The same remarks apply with greater force.
- St. Helena Island..... This island will scarcely make any cotton, having suffered more severely than any other to this date; say a quarter crop.
- Wadmalaw Island.... Here the worm is in force, and not more than one-third of a crop can be made under any circumstances.
- Port Royal Island.... Caterpillars eating up everything here. One-third of a crop may be made if they disappear at once.
- Coosaw Island..... The above state of things also prevails on this island. One-third crop may possibly be made.
- Hilton Head..... Suffers from the same causes, and to the same extent.
- Lady's Island..... Is no exception to the foregoing in the extent of the damage done.
- Christ Church Parish.. The crops are going to destruction here, the caterpillar devouring the forms and young bolls.
- St. William & St. Lukes.. The rains in this parish have done vast injury, and, with the worms, will reduce the crop to one-third.
- St. Johns & St. Stephens. This parish escaped the worm until a few days past, but it has appeared, and will probably inflict serious damage. Previous to its arrival the crop was estimated at one-half, but the quantity of land planted is very small.
- St. Andrews..... One-third of a crop only can be made, under the most favorable circumstances, during the remainder of the season. Caterpillars here also in great numbers.

GEORGIA.

- St. Simon's Island... } All of these islands have suffered severely from excessive rains and the destruction by caterpillars, in many localities; but, upon the whole, less injury has been done to the crops than upon the coast of South Carolina.
- Wilmington " ... }
- St. Mary's " ... }
- Sappello " ... }
- Jekyl " ... }

FLORIDA.

Marion County..... } The accounts from all these localities represent the
 Alachua County } plant as rusting from the rains, which have fallen
 Gainesville } in torrents for weeks; this, with the depredations
 Ocala } of the worms, must render one-third of a crop ex-
 tremely doubtful.

WILLIS & CHISOLM.

Charleston, S. C., 25th September, 1867.

3.—ESTIMATE OF THE RICE CROP, 1867-8.

Locality.	Estimates of				
	Pinckney Bros.	Willis & Chisolm.	Thurston & Holmes.	Cohen, Hanckel & Co.	W. C. Bee & Co.
Waccamaw.....	1,500	....	....	2,000
Peedee.....	1,500	4,000	....	1,500
Santee.....	4,000	2,000	....	5,000
Cooper River.....	3,200	4,000	....	4,500
Pon Pon.....	1,250	1,200	....	1,500
Ashpoo.....	2,000	2,000	....	2,500
Combahee.....	4,500	6,000	....	6,000
Savannah, Back R.	5,000	6,000	....	6,000
Altamaha.....	12,550	13,000	....	15,000
Ogeechee.....	2,000	2,000	....	2,000
Cape Fear.....	2,000	2,000	....	2,000
Casks.....	35,000	37,500	40,200	30,000	46,000

Compiled for DE BOW'S REVIEW, by

WILLIS & CHISOLM, Charleston, S. C.

On this subject the editors of the *Charleston Courier* say, in their annual statement:

The rice crop, although of limited value as a national interest, has always been of considerable local importance, constituting, as it did in former years, an article of prominent consideration in the exports of this city. The late revolution has, perhaps, affected this product as strikingly as any other staple; and while our exports before the war generally amounted from 125,000 to 160,000 tierces, it was reduced to about 3,000 tierces in 1865-66, and 10,500 tierces in 1866-67. The planters, during the last winter and spring, made their arrangements for a considerable increase in the crop, but, owing to the disastrous floods in the rivers, their expectations have, in some instances, been disappointed. We think, however, notwithstanding the drawbacks, should the season henceforward prove favorable, we may look for a crop of 30,000 tierces in Carolina and Georgia, of which amount some 20,000 tierces will be on the market for export. The balance will probably be consumed or sold for local consumption. Louisiana has also made efforts to increase her crop of this article, and, although accounts differ, it is not unlikely that some 15,000 tierces may be grown in that State, most of which will doubtless be consumed near the place of growth.

IV.—COMMERCE OF CHARLESTON, SOUTH CAROLINA.

From the annual statement of the *Charleston Courier*, we take the following tables, which, we are pleased to see, indicate a slow but steady revival

of trade in that brave old city. Later accounts, from the same journal, speak hopefully of the fall trade, and represent the wharves and streets as noisy with the din and bustle of commerce. The new crop of cotton is fast coming in, money will ease up as it goes forward, and the winter promises to be as lively as the summer was dull. Like every other Southern city, Charleston stands much in need of banking capital, which will speedily find its way there when political quiet is assured :

COMPARATIVE STATEMENT OF COTTON AND RICE, EMBRACING STOCK ON HAND, RECEIPTS AND EXPORTS.

Stocks, Receipts, etc., to Date.	1867.			Same time last year.		
	Cotton.		Rice.	Cotton.		Rice.
	S. I.	Upl'd.	Tcs.	S. I.	Upl'd.	Tcs.
Stock on hand Sept. 1, 1866.	235	5,300		362	1,610	100
Received since Aug. 21	12	1,593	98			
Received previously.....	16,700	147,992	20,933			
Total receipts.....	16,947	154,885	21,031	5,973	109,196	4,221
Exports since Aug. 21	16	2,295	119			
Exported previously.....	16,737	151,556	10,931			
Total exports.....	16,753	153,851	11,050	5,738	103,896	3,222
On shipboard not cleared...	15	312				
City consum. since Sept. 1, 1866			9,800			999
Burnt						
Deduct from total receipts	16,768	154,163	20,850	5,738	103,896	4,221
Rem'g on hand Aug. 31, 1867	179	722	181	235	5,300	

COMPARATIVE EXPORTS OF COTTON AND RICE, FROM THE PORT OF CHARLESTON.

Exported to	From Sept. 1, 1866, to Aug. 31, 1867.			From Sept. 1, 1865, to Aug. 31, 1866.		
	S. I.	Upl'd.	Rice.	S. I.	Upl'd.	Rice.
Liverpool	7,595	67,927	3	3,474	42,794	2
Scotland						
Other British Points		25				
Total Great Britain	7,595	67,952	3	3,474	42,794	2
Havre	392	3,112	1	145	4,814	
Marseilles						
Other French Points.....		20	....		90	
Total France	392	3,132	1	145	4,912	
Holland						
Belgium						
North Europe						
Total North Europe.....						
South of Europe.....		1,825	....		1,078	
West Indies, etc.....		....	3		....	1
Total Foreign Points.....	7,987	72,909	7	3,619	48,784	3

Boston.....	49	5,998	512	51	2,772	2
Rhode Island, etc.....						
New York.....	8,214	61,735	7,276	2,051	46,353	2,996
Philadelphia.....	23	3,956	546	9	2,975	44
Baltimore and Norfolk.....	196	9,121	1,248	....	1,489	199
New Orleans &c.....			873			
Other United States Points..	284	132	588	....	1,523	39
Total Coastwise.....	8,766	80,942	11,043	2,119	55,112	3,219
Grand Total.....	16,753	153,851	11,050	5,738	103,896	3,222

COMPARATIVE EXPORTS OF NAVAL STORES AND LUMBER FROM THE
PORT OF CHARLESTON.

Exported to	From Sept. 1, 1866, to Aug. 31, 1867.		From Sept. 1, '65 to Aug. 31, '66.	
	Naval Stores.	Lumber	Naval Stores.	Lumber.
	Barrels.	Feet.	Barrels.	Feet.
Liverpool.....	13,431	730,477	7,103	282,332
London.....				
Other British Ports.....	5,467	373,512	3,486	334,725
Total Great Britain.....	18,898	1,103,989	10,589	607,057
Havre.....		10,461		
Bordeaux.....		279,900	....	358,040
Other French Ports.....				
Total to France.....		290,361	....	358,040
North of Europe.....				
South of Europe.....	1,455	782,820	70	910,258
West Indies, &c.....	283	2,317,072	129	1,574,005
Total to Foreign Ports.....	20,636	4,494,842	10,788	3,449,360
Boston.....	3,301	675,578	4,323	280,500
Rhode Island, &c.....	....	1,415,608	....	1,200,925
New York.....	28,193	1,987,822	12,155	1,233,221
Philadelphia.....	199	3,682,665	1,320	1,268,591
Baltimore and Norfolk.....	1,697	4,680,580	1,763	1,347,120
Other United States Ports.....	....	2,894,008	150	768,521
Total Coastwise.....	33,390	15,336,261	19,711	6,098,878
Grand Total.....	54,026	19,831,103	30,499	9,548,238

5.—THE BREAD STUFFS TRADE.

In an article on this subject, the New York *Shipping List* explodes the notion that we are to have cheap bread this year. The South has been very fortunate in this, that to all the other distresses with which she has been afflicted this season the loss of her crop of cereals was not added. She has food enough to last her through another season, and has already shipped largely and profitably of her wheat and flour North. The *Shipping List* says:

With a good export demand for our surplus cereal crops assured, the

question of the probable extent of such surplus continues to form a leading theme for discussion on 'Change and elsewhere, for upon it hinges largely the course of Exchange, the ruling of Freights and other matters of considerable moment. It is to be observed that the Wheat harvest, although not likely to realize the anticipations which were formed at an early period of the season, is, on the whole, considerably in advance of the last two years, especially in the Southern States. But when it is remembered that the old stocks of wheat are almost entirely used up; that we are wholly dependent upon this year's crop; and that the foreign harvests, except Southern Russia, are considerably deficient, it is clear that prices must rule high. The Corn crop is, no doubt, a partial failure. This is to be regretted, in view of the great appreciation in which this staple is now held in Great Britain, where it is used both for feed purposes and human food. The South has raised a large crop, but this will by no means compensate for the great falling off in the West, which may be said to be the home of Indian Corn. The Report of the Department of Agriculture for September, just issued, gives the following resume of the probable yield of this staple, which is thought to be approximately correct: Georgia promises to double her crop of 1866; Alabama reports an increase of 75 per cent.; Mississippi, 80; Tennessee, 21; Louisiana, 40; South Carolina, 54; and Arkansas, 100. Ohio falls 30 per cent. behind last year, estimating from the condition on September 1st; Indiana, 17; Illinois, 14; Kentucky, 28; West Virginia, 15; and Virginia, 10. With regard to other crops, there is no special observation to make. They will, on the average, be about equal to those of ordinary years. Germany is beginning to purchase our Rye quite freely; but, as yet, has taken little or no Wheat. Corn has advanced to so high a figure as to greatly limit the export trade. The stock of Winter Wheat in the Country is greatly reduced thus early, but there is some compensation for this in the knowledge that we shall receive rather liberal supplies from California.

6.—THE AMERICAN SHIPPING INTEREST.

The astonishing decadence in the commercial marine of the United States, is not altogether attributable, as most people suppose, to the raids of the Confederate privateers. While the successes of the Stonewall, the Sumter, the Alabama, the Rappahannock and the Shenandoah had the double effect of reducing the mercantile marine, first by capture and more rapidly by forcing a change of ownership and registry; and while it is true that Congress has refused parties who thus secured their property by nominal sales to foreign capitalists, to bring their ships again under the American flag; yet, but for other causes, the losses thus incurred would soon have been repaired by the energy and enterprise of the McKays and the Webbs, who had before the war achieved so many triumphs for the Naval architecture of the country. The following article from the *New York Shipping List* sets forth concisely the difficulties which beset this industry. It is one more nail in the coffin of the Radicals, and as one of the side issues in the late election in Maine, came very nearly losing them the State:

The decline of the American Shipping interest during the last seven or eight years, has been unparalleled in the history of maritime nations. Before the rebellion 70 per cent. of our foreign commerce fell to the lot of American tonnage; but less than 20 per cent is now carried on in American vessels, while the large participation in the carrying trade of other nations, which we at one time enjoyed, has been almost entirely lost to us. It has been popularly supposed that the decline of our maritime prestige was caused solely by the diminution of tonnage through the fortunes of war, but this is clearly an erroneous supposition. If that was all, the evil might speedily be remedied, for though the cost of building ships has been greatly enhanced under our new financial system, this element could be overcome, if the

carrying trade were in such a condition as to warrant it. The truth is, the day of sailing ships, save on long voyages, is past—past never to return—steamers having superseded them. England, comprehending the situation, has adopted steam and discarded sails, and has found the change highly advantageous. Her mercantile marine of to-day is a model of perfection, in point of speed, discipline and skillful management. It is the pride, the boast and the pet of a nation which leans upon it for support both in peace and in war. No wonder that it monopolizes the carrying trade of both hemispheres; the wonder is, that we are able to compete with it at all, with legislation so illiberal, not to say unfriendly, to our shipping interests. Even those nations which, but a few years ago, ranked fourth or fifth in the list of maritime powers, are now in advance of the United States, and they have gone ahead simply because they have followed the example of England.

The following statement, furnished by one of our largest shipbuilders, throws a flood of light upon the circumstances that have contributed to the result of our present position as a maritime nation, and shows the direction in which the sources of improvement may be advantageously sought:

"The war, which has inflated our currency, has brought about with the exorbitant wages we must pay, the enormous prices of everything which justify our workmen in demanding those wages: the unprecedented cost abroad of all shipbuilding materials, enhanced, as it is, to absolute prohibition, by our Internal Revenue, a tariff so high as to be unbearable: the disorganization of commercial and agricultural interests in the South; and last, and heaviest of all, the absolute refusal of Congress to lighten by legislation our burden in any way, have reduced the ship-building and freight-carrying interests from a twelvemonths' balance sheet of tens of millions, to an annual figure of almost zero. Mechanics who, five years ago, worked gladly and as cheerfully for \$2.25 per day, now ask \$4.50, and get it. Artisans of every trade, who then were well off with \$2 per day, now can buy fewer comforts with twice that money, which yet we must pay. Laborers, who then begged the privilege of work at \$2 per day, simply to do the mere drudgery of loading and discharging our ships, now demand 40 cents an hour, and we have to pay it. After a vessel is built, we have to pay our men nearly double to "run the ship" that foreigners do. Our pay-roll of officers and men is always, at the very lowest, 70 per cent. higher than that of any French or English ship.

"The many ships sold out of the naval service, which have been bought up for freighting our coast service, have also hurt our business much. We shall never see our commerce on a sound and sure footing again, until we are enabled to build—and at the same price—as handsome, fleet, safe, and noble steamers as do France and England; and we can never do this in the world, until Congress comes to our aid and wipes out the tariff on all shipbuilding materials "at one fell swoop." Iron, in its every shape; timber of every sort; every article, in short, used in building, finishing, or decorating a ship, must be put on the free list, if our representatives in Congress desire to reconstruct, among other trifles, the commerce of America; then, if she cannot "clutch the Sea King's sceptre at a single bound," she may see her way to once more achieving among the trading navies of the seas a position that shall not be, as now, almost despicable. Even with all our necessary materials free of duty, it would be many a long and weary year before we can stand so near the head of the line as in the proud times of half-a-dozen years ago."

The only way in which our mercantile marine can be built up, is to modify our revenue laws—which, as they now stand, cripple and restrict our foreign commerce—and build a class of vessels which events have abundantly demonstrated are necessary to the successful prosecution of commerce—screw steamers. In these days of steam and the electric telegraph, it will not do to depend upon the wind and sails. Revolutions never go backwards, and the changed situation of affairs must be promptly met, by our governing authorities, or else our mercantile marine will sink deeper into the "slough of despond" than it now is.

ART. IX.—DEPARTMENT OF INTERNAL IMPROVEMENT.

1.—THE TENNESSEE AND PACIFIC RAILROAD.

This road, of which the late editor and proprietor of the REVIEW was President at the time of his death, is now being pushed forward by the Hon. Horace Maynard, recently elected to the vacancy, aided by a strong direction and competent assistants. We have before us a pamphlet of nearly 100 pages, containing the reports of Colonel E. F. Falconet, chief engineer and of Professor J. M. Safford, geologist, embodying a vast amount of information relative to the resources of the country through which the track will be laid in making a nearly air-line connection between Nashville and Knoxville. The pamphlet has an appendix, made up of the letters of the late President of the road to the people of Tennessee, published in this REVIEW last year, and also in pamphlet form.

As an important connecting link in the great Southern line from the seaboard of the Atlantic to the Pacific coast, this road, aside from its claims on local grounds, is a necessity of the times, and must be built. The development of our commerce with China and Japan will revolutionize the trade of the whole outer world with those peoples; and, in a very few years, it is reasonable to suppose that, instead of possessing, as we do now, only a fractional part—and that a small one—of the foreign trade of these countries, our natural advantages will come into play with the artificial arteries now being constructed, and practically give us the control of this lucrative commerce. When that day comes—and it is by no means very distant—the capacity of half a dozen roads across the continent will be taxed to the utmost to meet its requirements, and then routes long since contemplated, partly constructed, but now lagging for want of resources, will find friends and capital, and be pushed rapidly to completion.

It is a striking peculiarity of the American people that the wants of the nation, once clearly demonstrated, are soon supplied. No estimate, however large—no proposed expenditure, however grand in its proportions—no obstacles or impediments, however seemingly insurmountable—can deter or appal them. Nature may frown from peak and gorge, or stretch her arid wastes in continuous leagues across the path. We pierce the rock, we bridge the chasm, and draw from the very bowels of our mother earth the nourishment she refuses us from her bosom. Where private capital and enterprise is found unequal to the task, the people, through their representatives, vote the public funds and credit; and to this cheerful willingness to bear taxation for purposes of internal improvement the country is indebted, in the main, for the magnificent system of railways which covers the land in all directions like a net-work, developing and enriching wherever they penetrate, and dispensing lavishly a thousand influences of a higher and broader civilization.

No State has been more liberal in grants to enterprises of this character than Tennessee, and the results of her generous policy in this regard were manifested in the high degree of prosperity to which she had attained at

the commencement of our late troubles. The scene and theatre of some of the most sanguinary encounters that marked the history of our terrible conflict, she could not escape—nor did her noble sons desire it—the ruin that ensued; but, notwithstanding this, and despite the mal-administration of her present rulers, the disenfranchisement of her best citizens, and the anarchy that radical misrule has caused in her recent political history, the obvious energy and enterprise of her people promises a rapid recovery from her late vicissitudes.

The Chief Engineer of the Tennessee and Pacific Railroad relies largely upon State and county aid for means for its construction. Estimating the total cost at about \$6,200,000, State, county and city subscriptions to the extent of over \$3,500,000 will be doubtless obtained; indeed, so far as the State is concerned, the aid is guaranteed by the provisions of the "General Improvement Act," and by recent special legislation. In view of the present dearth of capital among the people, it is proposed to receive subscriptions in lands, of which there is great abundance, and of superior richness, contiguous to the proposed route. The report concludes as follows:

The immense quantity of excellent land along the road, which can be bought comparatively very cheap; the chances for introducing immigration and providing a market for such lands; the large resources in coal, iron and other minerals, petroleum, lumber, water powers and tan-bark, the developments of which is closely connected with the road, and which resources are now useless, cause me to believe that a *combination of interests*—that is, an association of capital, invested in land, coal banks, petroleum, timber and water powers—and the practical construction of the road would finally insure success and a large remuneration.

By reference to the statements of Dr. James M. Safford, geologist, the enormous amount of 209,088,000,000 bushels, or 6,467,428,000 tons of coal can be calculated, *very probably*, lying within a belt of country extending only fifteen miles on each side of the road from the eastern to the western slope of the Cumberland Mountains. Assuming the production of these coal beds to be, after the completion of the road, only two millions of tons for the first year, we have, at fifteen cents per ton, already the sum of three hundred thousand dollars, representing an item of local freight on the road for coal alone, which would, of course, gradually increase, and produce a very large part of an immense income.

It is well known that capitalists are cautious and timid in these times, and that investments in the South are not generally sought after; but, on the other hand, it is also known that investments in city property, manufactures and many branches of business in the North, are not so remunerative as they ought to be and have been. Capital could find profits in the undertaking, as suggested, which would not present such risks as many others. The State of Tennessee, like all the Southern States, has passed through a great social and financial revolution, and is in a period of transition towards a better condition. If financial disasters, plunging the whole country into distress, do not occur; and if, on the other hand, the financial condition of the whole country is to be improved, the State of Tennessee, containing such vast and varied natural resources—agricultural, mineral and industrial—will become one of the wealthiest States in the Union, especially if capital and labor are allowed and urged to flow into it.

Allow me, finally, to repeat the suggestion that the necessary means to build this road could also be found in a *consolidation of the credit of all the roads* on the Atlantic and Pacific, or Southern Pacific Railroad line from Norfolk to Guaymas, and in uniting the means of all the *uncompleted portions* of the whole road, which uncompleted portions ought to be put, as far

as practicable, under one general management. It is to be presumed that some arrangement, not detrimental to any roads composing the whole line, nor to their respective present organizations, could be made, by which the credit and assistance of the *completed* and *operating* roads could be applied for the purpose of building the missing links in the long chain. By uniting the resources of common interests and a common cause, all the credit and assistance of the railway companies in Virginia, Tennessee, Arkansas, Texas and the West interested in this project, it would be an easy matter, with the liberal State aid appropriations suggested, stock subscriptions and county taxes, to build the missing link in Tennessee.

Millions of property would then be offered as collateral security for loans by these *united companies*, a security which ought to satisfy any capitalist; and the practical execution of the whole project—the completion of the road from ocean to ocean—would be but a matter of time. Such a union, or *consolidation of credit*, might perhaps, later, lead to a closer connection and a consolidation; and a most powerful corporation could be subsequently formed, controlling an immense amount of business, over one of the longest railroad lines in the world, running across the American continent, and which would ultimately improve the stock and financial condition of the roads comprising the same. These united companies would, also, by securing the titles to the large coal beds of the Cumberland Mountain, located in the immediate vicinity of the Tennessee and Pacific Railroad, have the advantage to supply themselves for a large portion of the long distance from ocean to ocean with their *own coal* as fuel for their own purposes, which, in years to come, will be a very important matter. It is well known that the enormous and reckless consumption of wood is rapidly destroying the forests of America, and that *scarcity of wood* will be severely felt in many localities sooner than people generally believe; and that coal will, in comparatively short time, entirely replace the use of wood as fuel. The demand for coal will then be immense, and the coal beds of the Allegheny and Cumberland Mountains will control the market. When that period in our history arrives, railroads will become *absolute necessities*, and will be built regardless of cost and obstacles.

Professor Safford, who has conducted the geological survey of the territory to be traversed by this railroad, says in his report:

One of the most important features of the Tennessee and Pacific Railroad is that it traverses the great Tennessee coal field for a distance of fifty miles. It runs, in fact, entirely across this coal field, and is the only road which does so. It will open to Nashville and Knoxville, and all other points along the line, the now isolated treasures of our great coal depository.

It is remarkable that the importance of such a road, with reference to a supply of stone coal, to say nothing of other considerations, has never been duly appreciated. It is a notable instance of the neglect of a great people to make available and to put to use their native resources. But this will be so no longer.

The Tennessee coal field is co-extensive with the Cumberland plateau, of which your able engineer has several times spoken. This plateau is an elevated tableland, lying between the valley of East Tennessee and the flat highlands of Middle Tennessee, its elevation above these sections being 600 to 1,000 feet. The upper part and top of this plateau are at all points made up of the coal-bearing series of rocks, these being strata of sandstones, conglomerates, slates or shales, in which the beds of coal are included, and with which they are interstratified. This series of rocks, including the coal, is called the *Coal Measures*. The Coal Measures, therefore, constitute the upper and characteristic part of the plateau. They rest everywhere upon limestone, which is generally the base of the mountain.

After giving a full description of these valuable coal fields, and furnishing

sections of two of the most prominent ranges, he concludes his report in the following words:

Enough has been said, doubtless, to satisfy the reader as to the character of the Coal Measures traversed by the road.

The question may be asked, what quantity of coal, in the aggregate, will be within reach of the road? This can only be estimated. We will first consider the available coal to lie within fifteen miles of each side of the road. The question then is, how much coal is there in the belt of Coal Measures through which the coal runs—this belt being fifty miles long and thirty wide, and containing, therefore, 1,500 square miles? It follows, from what has been said, that the eastern portion of this belt—embracing about one-third of it—is much richer in coal than the western. Taking the belt as a whole, it will be a very low estimate to assume the available coal of the different beds to be, in the aggregate, equal in bulk to a solid stratum five feet thick, and continuous over the whole area of the belt, and therefore containing 1,500 square miles. A bushel of coal—eighty pounds—will average about one cubic foot in bulk, the heavier coals giving a less bulk than this to the bushel, and the lighter a greater. One square mile, therefore, of our solid five-foot stratum will contain 139,392,000 bushels, or 4,978,285 tons of coal, and the whole belt the enormous amount of 209,088,000,000 bushels.

But suppose we narrow our coal belt, and make it extend but *five miles* on each side of the road, it will then contain 69,696,000,000—more than \$696,000,000. These amounts appear extravagant, nevertheless they are obtained by simple calculations, and show how much material is packed away in these coal beds. It is plain that we have here the source of a great income to the road, the fact fully justifying the estimates made by the Chief Engineer.

The mineral next in importance to coal along the line of the road is *iron ore*. Of this there are two kinds. The first is a nodular ore, found associated with coal in the shales of the Coal Measures. This ore has never as yet been used for making iron in Tennessee, although the most important ore to iron masters in some of the Northern States, and the ore to which Great Britain is mainly indebted for her preponderating production of iron. It abounds in some of the shales of the plateau, and, upon the completion of the road, will be sought for, and add its contribution to the life of the country and to the business of the road. This ore is of a gray color, and is a clayey carbonate of iron, containing about forty per cent. of iron.

The other iron ore is the Dycestone, so well known in East Tennessee. It is a red fossiliferous ore, usually occurring in beds like coal or limestone. These beds are from a few inches to eight or ten feet in thickness. They are outcrops along the foot of Walden's Ridge, on the eastern side, and have been worked in a number of forges and furnaces in East Tennessee. It is an oxide of iron, and contains, when pure, seventy per cent. of metal. It makes superb iron, and is one of the most valuable iron ores in Tennessee. The road crosses the range of this ore, and will greatly aid in the development and working of it, while, in return, the trade thus created will benefit the road.

2.—NASHVILLE AND NORTHWESTERN RAILROAD.

From the published official report to the stockholders we learn that the difficulties by which this important link in the great chain connecting the Atlantic cities with the valley of the Mississippi had been environed have all been surmounted, and that the future prospects of the road are hopeful. The President of the Company, after speaking of the wretched condition of the road when transferred to the Directory, September 1st, 1865,

by the United States authorities, after four years of military use and occupancy, adds—

Since the last meeting of the Stockholders, I have found it necessary to call on the State for additional aid to complete our road, and I am happy to say they have generously assisted us to the extent of our request, and to their prompt and liberal action is in a great measure due our ability to complete the road. The additional aid granted us amounts to \$125,000; and it is hoped that in a very short time we will demonstrate, by prompt payment of the interest accruing, that the confidence of the State in our enterprise has not been misplaced.

The debt of the United States Government remains as last year. Nothing has been done to settle this matter, as your Company have not been in a position to make a general settlement; but no trouble is anticipated regarding it, as the Government is always generous with its debtors, when the latter express a willingness to do their duty.

From the report of your Chief Engineer and General Superintendent, you will perceive that it is necessary to make immediate arrangements for the purchase of new rolling stock, the putting in order of that now on hand, the erection of shops and buildings, the purchase of tools and material, etc., etc. I feel with him that something must be done, and hope the stockholders will authorize such action in the premises as may seem best to them.

The matter of running to the river at Hickman is one of vital importance to the interest of our road, and I think it must be done before we can successfully compete for Southern and Southwestern trade and travel.

At this time it is impossible to make calculations concerning the future business prospects of the road. We must judge of it as we do of other roads similarly situated; and thus looking at our position as a State road, and by our connections forming a link in the great national chain, I feel confident that nothing but prosperity awaits us.

The Secretary and Treasurer gives the following statement of the financial condition of the road, and of its receipts and expenditures for the year ending June 30th, 1867:

Consolidated Statement; New and Old Organizations, June 30th, 1867.

ASSETS.

Debts Receivable.....	\$403,219 87
State of Tennessee Bonds.....	92,000 00
Cost Accounts.....	4,600,855 39
Cash.....	2,866 73
	<hr/>
	\$5,098,941 99

LIABILITIES.

Profit and Loss.....	\$159,529 53
Debts payable.....	290,493 64
Debts payable in second mortgage bonds.....	23,481 19
Debts payable in stock.....	8,651 16
State of Tennessee.....	2,672,000 00
Second mortgage bonds.....	792,050 00
Stock.....	1,157,736 47
	<hr/>
	\$5,098,941 99

NOTE.—This Statement does not include \$392,400 interest funded by the State.

Cash Receipts and Disbursements for the Fiscal Year ending June 30th, 1867.

RECEIVED.	
Balance on hand June 30th, 1866.....	\$12,471 42
Receipts to June 30th, 1867.....	755,096 96
	<hr/>
	\$767,568 38
DISBURSED.	
Disbursed to June 30th, 1867.....	\$764,701 65
Balance on hand.....	2,866 73
	<hr/>
	\$767,568 38

That our readers may see the value of this road as a connecting link in the great Southern Pacific Railroad scheme—now presided over by Gen. Fremont,—we make a few extracts from the reports of the Superintendent, showing its connections and intersections with other roads projected or completed. Gen. James says—

It is confidently expected that arrangements will be made for close connection with the Memphis and Ohio Railroad at McKenzie, enabling us to run our freights and passengers between Nashville and Memphis without change of cars. Important arrangements are now in contemplation, with flattering prospects of success, between the Illinois Central and your road, for establishing a ferry between Hickman and Cairo, similar to the line of transit now in operation between Cairo and Columbus. It pleases me to state that the Illinois Central Railroad give us every encouragement that they will afford all the aid in their power to make proper connections, etc., and I feel assured that with their assistance much can be done to draw business to our line that without it would seek another channel.

The city of Hickman, always ready to aid our enterprise to the extent of her ability, has, through her council, given us permission to continue the road to a point near the river and the business centre of the city. This privilege, though burdened with certain conditions, I deem liberal on its part, and would respectfully urge its acceptance by our Company, and the consummation of the arrangement. This extension of the road is absolutely essential to the future as well as the immediate prosperity of the Company; and is in no less degree important to the city of Hickman, on account of its bearings upon the vital interests of that place. A connection with the river will prevent the business destined for the western terminus of our road from seeking transit over a competing line; while a necessitated transfer at Hickman will to such an extent impede the flow of traffic as to force into some other channel the business which naturally and legitimately belongs to us.

Your connections South and West are the Mississippi River, the Illinois Central to Chicago, the Iron-Mountain Road to St. Louis, the Memphis and Ohio to Memphis, and (until the completion of the Jackson Branch) the Mobile and Ohio to New Orleans and Mobile. The eastern connections are the Louisville and Nashville, Nashville and Chattanooga, and Nashville and Decatur Roads; and in time the national highway from Nashville to Knoxville,—the Tennessee and Pacific Road,—which we have reason to hope will soon be under contract and pushed to completion. This once done will give us the short line between St. Louis, the far West, and the coast cities of Norfolk, Wilmington, Charleston, Savannah and others; and will also give us the short and direct line East, and form part of the great Pacific road, the Memphis and El-Paso Railway.

FUTURE PROSPECTS.

The construction of your road through this comparatively isolated country will afford a rapid and cheap means of transporting the products of the soil

to a constant and reliable market, and will, therefore, stimulate property-holders on the line to increased cultivation and improvement of their lands. Hence we may with safety infer that a few years time will vastly augment the resources of that region.

Increase of travel and trade has uniformly kept pace with or been in advance of the facilities offered by the construction of lines of transportation; and so with this important thoroughfare. It will open to manufacturers, farmers, and mechanics, additional fields for industrial pursuits, and furnish them with new and certain facilities for obtaining supplies and disposing of the products of their industry.

When opened through, the road will give you a source of increase not heretofore enjoyed by the line between Nashville and Johnsonville, inasmuch as it will form a through route and possess the consequent advantages of through travel and trade. At the same time an increase of local business may be anticipated from the fact that the road passes through many of the most important cities of West Tennessee, connecting them with the State Capital and commercial centre. The iron and oil interests now being developed will form a source of no little revenue, as the attention of capitalists is being attracted by the flattering inducements held out by that region of country.

A glance at the map will convince any one that Gen. Fremont's road, the Memphis and El-Paso, with its branch to Guaymas on the Gulf of California, is a national necessity which must soon attract the fostering care of the Federal Government. As parts of the system, the two roads we have been noticing this month will participate largely in the fruits of that great enterprise, of which the *American Railroad Journal* says—

"Each road will have a terminus of its own, and will command a special trade; while interior connections will develop commercial centres, of great value." "It is believed we are to see, as a certain result, the growth of a magnificent empire on the Pacific, and our country obtain the control of the commerce of Asia." "More than this,—we shall soon see an entire change in the commercial routes of Europe, and the maritime ascendancy of the United States." "The plains are certainly to be populated by an industrious race, who will be as quick to improve their advantages as we have been."

ART. X.—DEPARTMENT OF IMMIGRATION AND LABOR.

1.—SOUTH CAROLINA.

Gen. John A. Wagener, State Commissioner of Immigration for South Carolina, places us under renewed obligations. We have received *Supplement No. 1* to the pamphlet issued by his bureau in April last, containing entries from the registry from Nos. 48 to 113 inclusive, representing the wants of the people in mechanics, laborers, farm hands, house servants, etc., and offering choice tracts of land in all parts of the State at prices and in quantities that hold out rare inducements to the immigrant. To one feature of these reports the special attention of the immigrant should be invited, namely, that the lands offered are already *cleared and improved* and the settler can go right to work and make the money to pay for the property in less time than is required at the West to clear and build. Again, not one cent of money is required in the case of a farmer to make him, if he so desires, co-proprietor with the owners of the soil. Provisions,

stock, etc., and a comfortable home, are provided, and one-third of the crop is given, or if he wishes to purchase outright, he can pay for the lands by his labor on terms and conditions which will leave him ample time to earn his own sustenance. In fact so anxious are we to induce immigration, and so thoroughly disheartened and disgusted with our attempts to make good and useful laborers out of the freedmen, that we are prepared to tender opportunities to working men for an association of labor with capital such as were never before presented in this or any other country. This condition of things would have already operated to divert a large immigration, but for the persistent misrepresentations of the European agents of the Western States. This organized band of swindlers who sell greenbacks in Germany at par for gold, who make the emigrants pay in coin for railroad tickets at their paper value, and who manage to exploit in one way or another nearly all the savings of their victims: these fellows represent the South as in a condition of social anarchy, where life and property are equally unsafe. They assert that it is uniformly unhealthy, and that ninety per cent. of all strangers and foreigners die either in passing through the acclimatizing process, or from the heat of the sun, and that none but Africans can bear the exposure in the field, or the vicissitudes of the climate. On this point General Wagener says:

It is with pain and regret that I find that the agents of the Western States, not content with advancing the claims of their respective communities to the favorable consideration of the European public, have deemed proper to adopt a regular system of abuse and detraction of the South. Although irresponsible and unreliable persons, as they generally are, aiming only to their individual profits and emoluments, their re-iterated assertions in the public prints may, nevertheless, exercise an unfair influence, and not only harm the communities that they exert themselves to traduce, but the best interests of the emigrating European. I will not, however pay them back in their own coin, but simply, plainly and fairly indicate for the reflection of the immigrants themselves, such matters of information as may assist them in coming to a rational and correct conclusion.

Touching the accusation which a correspondent, writing from Bremen to the REVIEW, tells us is freely made there by parties engaged in securing emigrants for the West, that the South has ever been notorious for lawlessness and crime, General Wagener furnishes in the following table compiled from the United States census of 1860, a complete and convincing refutation. It will be seen by comparison that Texas, so generally traduced and villified, furnished but one criminal out of 5,754 of her inhabitants, while "moral" Massachusetts supplied one out of every 459 of her population. We annex the table:

[*Extract from the United States Census of 1860.*]

Criminals in prison June 1, 1860:

	POP.		POP.
Mississippi.....	53 or 1 in 14,930	Texas.....	105 or 1 in 5,754
North Carolina...	71 or 1 in 13,981	Arkansas.....	78 or 1 in 5,583
Georgia.....	111 or 1 in 9,525	Minnesota.....	32 or 1 in 5,376
Florida.....	15 or 1 in 9,343	Maryland.....	116 or 1 in 5,116
Virginia.....	189 or 1 in 8,446	Indiana.....	284 or 1 in 4,755
South Carolina, ..	88 or 1 in 7,996	Kentucky.....	232 or 1 in 4,550
Iowa.....	95 or 1 in 7,104	Alabama.....	236 or 1 in 4,266

	POP.		POP.
Delaware,.....	27 or 1 in 4,156	Tennessee,.....	511 or 1 in 2,152
Missouri,.....	286 or 1 in 4,137	New Hampshire,...	193 or 1 in 1,689
Oregon,.....	13 or 1 in 4,036	Rhode Island,.....	181 or 1 in 905
Ohio,.....	623 or 1 in 3,755	Michigan,.....	807 or 1 in 916
Illinois,.....	485 or 1 in 3,509	Louisiana,.....	849 or 1 in 833
Kansas,.....	31 or 1 in 3,458	Connecticut,.....	646 or 1 in 712
New Jersey,.....	215 or 1 in 3,126	New York,.....	6,882 or 1 in 564
Vermont,.....	116 or 1 in 2,648	Massachusetts,....	2,679 or 1 in 459
Pennsylvania,....	1,161 or 1 in 2,503	California,.....	882 or 1 in 431
Maine,.....	255 or 1 in 2,464	District Columbia,	210 or 1 in 358
Wisconsin,.....	353 or 1 in 2,198		

On the subject of labor contracts General Wagener writes:

It will be observed by reference to our registries, that the people of South Carolina generally, prefer giving the laborer an interest in the results of his employment, instead of paying him a stated amount of wages; besides that, it is generally the practice to give the laborer a piece of land for his garden, and the keeping of fowls, pigs, etc., thereby enabling him to live economically, and even to earn many a dollar, which he could not do where other habits obtain. In my opinion, and in the opinion of many other friends of the working man, this is really the most just and natural compensation, for the laborer in this manner gathers from his exertions such remuneration as the blessings of Providence may vouchsafe him from the ground which he tills. I have not been able to obtain estimates as yet, of a reliable character, what the average results of a man's labor under this system amount to. This is owing in a great measure to the unsteadiness and unreliability of free negro labor, which can never be the basis of certain and definite calculation. A planter on one of our islands who works a number of white hands on shares, estimates their earnings for the year, clear of all expenses, at about three hundred dollars per hand. But while the crop is not gathered it will be subject to vicissitudes, and the estimate can, therefore, be simply a matter of information. It may be more, it may be less. Yet, this seems a desirable plan for the industrious immigrant, obtaining a fair remuneration for his toil, whilst at the same time he becomes initiated and instructed under experienced supervision in the peculiar system of agriculture adapted to our soil and climate, which he can afterwards improve upon, if he is possessed of an active mind, intelligence and habits of superior industry. Besides, after being so instructed, he can easily purchase on credit a piece of land for himself and work out his prosperity. The wages, in cash, now deemed about a fair remuneration in this State for farm laborers, are about one hundred and fifty dollars per year, and simple board and lodgings. Mechanics get much more, and house servants, according to their capacity, are liberally paid. The share of a laborer in the crop is usually one-half, where he boards himself, or one-third, where he receives a stipulated amount of provisions.

The introduction to the Supplement concludes with the following language and arguments all of which we endorse.

The Atlantic ocean is the great highway of nations, the broad road that connects eastern and western civilization, commerce, arts, sciences, improvement and progress. Is there another State that has greater facilities, a more extensive sea front, better harbors, and a fairer position on this great ocean path than South Carolina. If the West was ever so fair; if it was ever so fruitful, if it even were to produce twice what can be gathered from our fields, the thousands of miles that they are removed from the principal shipping ports to the markets of the world, are an obstacle which they can never overcome by ever so many railroads and inland navigation facilities. And this great advantage of position will become of greater influence upon

the prosperity of every inhabitant of this State, the more our immense resources are developed. Heretofore we cared for nothing but agriculture, and that even of a most imperfect kind, looking to the staples alone, such as cotton, rice, etc., for our wealth, but then our most distant plantation was within three hundred miles of our exportation mart. Now, we want to retain all our great agricultural interests, but we want also to retain our minerals, to make our own furniture, smelt our own iron, make our own glass, crockery and stoneware; in fact we want help to do all our own work, and we want especially to manufacture our own cotton. It is admitted "that the South not only has the finest region in the world for the cotton culture, but the best facilities and the greatest advantages for cotton manufactures. From its generous soil and mild winter climate, men can live more cheaply, and realize larger profits from their great agricultural staples in the South than in the West, and vastly larger profits from manufactures of all kinds, than can be made in New England or even in Old England." And what is thus said of the whole South, applies with more force and in a more perfect degree to our own Carolina. Enterprising men will find that both labor and capital can be invested nowhere with better prospects of large and unfailing profits, and nowhere will both be heartier welcomed and higher appreciated.

There is but one drawback, and that in candor and truth I dare not and will not deny. It is the uncertainty of our political status. But this affects not only the South but all America, and I do think that if it shall be unsafe for the immigrant to come to the South, it will be equally unsafe for him to go to any portion of the Union; for loss of law and liberty in one section is certain to result in loss of law and liberty to all. No, I will not despair of the future of this great republic. Man's real interest is not forever going to succumb to fanatical and puritanical notions; pharasaical conceits are not forever going to give tone and law to the sentiments of vast millions, and rapacity and duplicity must already have begun to construct their own dishonored tomb. I have unshaken confidence in the future of America, and, above all, in the future of our beautiful and fruitful South. Let the industrious stranger come and fear not.

JOHN A. WAGENER, Commissioner.

A few extracts from the registry will illustrate the spirit of the land-owners and the character of the inducements offered. We take them at random, premising that they are not more liberal than fifty others we might select:

90. From Mr. Wm. A. China, Salters' Station:

"I am desirous of leasing my farm, three hundred and fifty acres, about seventy-five acres cleared, situated on the Northeastern Railroad, about midway between Santee and Black rivers. I will rent for three or five years, with the privilege of renewal, at one hundred dollars per year in advance. If the rent for several years be paid in advance, I will give yet better terms. The buildings are common, but comfortable, nearly new and in good condition. I would sell with the lease my stock of animals and household goods; or, if any one should prefer to purchase, my price is one thousand dollars cash for the farm."

113. Mrs. S. A. McBride, Maysville, offers:

"Two thousand three hundred acres of land on Black river, Santee District, fine for cotton, corn, all grains and vegetables, which she will sell on reasonable terms in tracts, or lease to industrious, honest farmers, who will cultivate it. She is also desirous of employing from five to twenty industrious white laborers, one of them at least to speak English, to cultivate a portion of her lands, for fair wages or a part of the crop—one-third, where the working stock is furnished and fed; or, where the laborers refund half

of the feed of the horses, mules or oxen, used in the actual cultivation of the land, and bear their part of the cost of the concentrated manures, one-half. All necessary horse-power, wagons, plantation tools, and implements will be furnished, and homes or cabins for the laborers also; and, if necessary, provisions will be advanced them until the crops are gathered. The situation is perfectly healthy. Five hundred acres are cleared.

"Four thousand six hundred acres in one body, adjoining the first, may be rented for a term of years, in tracts.

"The above lands are on the Wilmington and Manchester Railroad, about eighteen miles from the town of Sumter."

2.—A CHEAP WAY OF ENCOURAGING IMMIGRATION.

The New York *Evening Post* has the following:

The Western States have wisely encouraged immigration by sending agents abroad, by diffusing statistical information, and by other inexpensive means. The result has been a quickening of immigration, and that, too, of a class of people who are capable of comprehending the great material advantages of the West. The majority of the recent emigrants from the old world to the West are generally men well informed about the country, and who will be desirable additions to our population.

One of the least expensive systems adopted for the encouragement of immigration is that devised last winter by the Wisconsin Legislature. A law was passed authorizing the appointment of a State Board of Immigration, consisting of the Governor, the Secretary of State, and three persons named by the Governor. This board receives the co-operation of a county committee in each county, also appointed by the Governor. The Board has authority to collect statistics concerning the climate, products, population and resources of Wisconsin, together with a statement of the best routes to the State from the leading cities of Europe, and to print this information in the English, German and Scandinavian languages.

The appropriation for this purpose is but two thousand dollars, the Commissioners receiving no pay. The county committees are to make out duplicate lists of the names and post-office address of such relatives and friends of the inhabitants of the country as are living abroad, and to send one copy to the State Board, which furnishes the county committees with a sufficient number of pamphlets to supply all the persons named in their lists, the postage being prepaid by the State. This system is extremely cheap, and seems likely to prove very effectual.

3.—WHITE LABOR ON A SOUTHERN PLANTATION.

From the New York *Post* we take the following which needs no comment:

The Columbus (Miss.) *Sentinel* gives an interesting description of a plantation in the neighborhood, cultivated entirely with white labor. The number of acres cleared is about nine hundred; of acres under cultivation six hundred. There are twenty-one able hands and seven or eight youngsters; they cultivate twenty acres to the hand: have nineteen mules and three yoke of oxen, together with a large number of cattle and hogs. There are fifty-four men, women and children on the place to be fed, to whom provisions are supplied at cost price. These fifty-four have up to the present time consumed thirteen hundred bushels of corn, twenty six hundred pounds of bacon and six hundred pounds of pork. They have had advances of \$535 for dry goods and groceries; and, to the surprise of the editor, there has not been a gallon of whiskey on the place during the whole year. Great attention is paid to the stock, not one head of which has been lost since the beginning of the season. The quarters are not as good as they might be, having been occupied last year by negro laborers. But the dust and the filth have

been removed, and the well-swept yards and cleanly floors and fronts proclaim the presence of white inmates.

The cotton on this model plantation stands three feet clear, well limbed, and apparently full of "squares," and seems never to have suffered from want of work. If August be a dry month, twelve hundred pounds will be gathered to the acre. The corn is equal to any ever grown in the Green River county, Kentucky, two large ears to the stalk, the stalks drilled closely in four foot rows, and almost as impenetrable as a cane brake. The season has so far been entirely favorable, and the crop, having been properly and assiduously worked, when work was needed, is in the best condition possible.

The proprietors of this green spot in the southern desert had promised their working people a barbecue and a dance as soon as the crops should be "laid;" and it was in honor of this occasion that the editor of the *Sentinel* made his journey. The manor house was the *locale* of the festive scene, and when our confrere arrived he found a large gathering from "Cypress," "Noxubee," "Dancing Rabbit," and other euphonious settlements adjacent. All the hard-fisted, open hearted, sterling yeomanry of Oktibbea county that took an interest in their white brethren were there. With them flocked wives and children. As a matter of course a goose must be found in the crowd to cackle a speech, after which the dinner was sat down to at a long table, stretched beneath an umbrageous grove, in front of the house, and loaded down with meats, vegetables and pastry, the first barbecued in approved style. The editor must here speak for himself:

"The distinctive feature of the dinner was the chicken pies and barbecued pigs. In our section of country pigs and chickens are a great rarity, owing to the deadly hostility existing between them and the freedmen, and we were gratified to learn upon plantations cultivated by whites neither the pig nor the chicken was ever known to *bite*, and therefore those creatures are not killed unnecessarily."

After dinner the young folks cleared up a space near the cabins under some large oaks, and prepared for a dance. A light shower had cooled the atmosphere, and everything was favorable for the sport. The editor left a dozen happy couples, keeping time in beautiful evolutions to the tune that "brought the preacher out of the loft," in order to cull more items about the arrangements of the farm.

He says that the great advantage that white labor has over the black is, that the former make better farmers, and the land is more valuable every year that it is cultivated than when it lies out or is butchered up. White labor is easier controlled because more intelligent, and the life is not worried out of you by careless improvidence. You do not have to tell them when to go or when to quit work, or to follow them from post to pillar. Saturday is no more with them than Monday.

4.—THE IMPORTATION OF COOLIES.

Opinions vary as to the character of the Coolie, some authorities describing him as a demoralizing blight to any community; as filthy, thievish and infamously vile; while on the other hand, travelers in Mauritius, California and elsewhere, give him a very good character. Our experience with him is as yet confined to a single experiment, and of the results of this trial the *New York Evening Gazette* speaks as follows:

In Louisiana an attempt has been made to introduce Chinese laborers in the place of the negro. Dr. Kittridge has made the experiment on his plantation, and he states successfully. They were obtained from Cuba, and the agent furnishing them stated that the planters would not permit the best of these coolies to leave the island, paying them from \$15 to \$25 per month in gold, rather than part with their services. Dr. Kittridge allows

them \$14 a month the year round. They don't mind the sun while at work, but when walking out on Sundays use red umbrellas and fans. Their color is a light copper, hair straight and black, like the Indians, some shaving the head on the sides and top, leaving a cue behind. They bathe often, and wear a white blouse, reaching to their hips, pants and hop shoes in dry weather, and when wet go barefoot. When working in the ditches or mud, they roll their pants above the knees. Their beds are made of matting, and the pillows blocks of wood, with blouses folded and laid on each. They use mosquito nets on their bedding, keeping the whole neat and in good order.

These coolies are abstemious people—simply half a pound of pork with one of rice constituting their rations. This allowance would not suit our darkies. They abhor the luxury of the negro—corn-bread—and will almost starve before they touch it. They are fond of potatoes and vegetables, and will even cook weeds for greens, and really seem to be vegetarians. An opossum, stuffed with raisins and roasted, also suits the taste of these strange celestials.

They are neat cooks, good gardeners, and ingenious, and whatever they do is done well, but not quickly. Those on the plantation speak Spanish, and a Creole manages them, acting as interpreter. They are always quiet, working steadily the whole day long, and peaceable and satisfied, without murmuring do whatever is required, working as freely in knee-deep ditch mud as in the field.

They cut up every weed with great care (different from any gardeners), not permitting a blade to escape their notice; and with this caution, of course, they do not go ahead as fast as Sambo, who is much more careless in his task. Although it became necessary to work rapidly on account of the grass injuring the crop, the coolies could not be induced to slight their work. They worked among the sugar-cane with their fingers, pulling out all the grass and heaping the hills handsomely with their hoes.

In regard to the stealing disposition of these new laborers at the South, or their malice, Dr. Kittridge believes they will give their employers no more trouble than the whites or blacks. Such are his views, adopted after trial of Chinamen for plantation hands; and he thinks they will be the laborers for Louisiana.

What is to become of the Southern negro? With all our efforts, bureaus, philanthropy, etc., this problem is yet to be solved. Some are embracing the theory that this race, like the Indians of our land, are destined to *die out*. The last census of the United States exhibits this startling fact, that at the North, the blacks were dying out, while at the South, the stock (slaves) rapidly increased. Paradoxical but true, if the census tables are correct. We once heard Fred. Douglass, in the New York Tabernacle, lament this political truth. Now all the bondsmen are freed in our land, what will be their condition and fate?

The Nashville *Union and Dispatch* defends the importation. We quote:

The radical press are raising a great clamor, and denouncing this as a traffic to be suppressed by law. It is not a trade, but a legitimate immigration such as our laws invite. The coolies are not an "article of commerce," but are the material from which to make citizens. The *St. Louis Republican* says: In California there are many thousands of Chinese coolies, and they are coming by the thousand every year. They are proving a most useful class of laborers on the Pacific coast. There is no department of industry in which they are not found. They make the best of house servants, excellent porters in stores, good washers and ironers, excellent farm servants, diligent miners. Recent reports tell us that the Central Pacific railroad has made arrangements to employ 10,000 of them in the construction of that road. Why do we hear no objections to all this from the radicals? The reason of it all is perfectly plain. Such immigration of coolies to the United States is perfectly lawful. It is as lawful for 1,000 coolies to

come here as for the same number of Irishmen or Germans, and there is no law which can be enforced against their coming. But the radicals do object to Chinese coolies coming into competition with the negroes. Southern employers see abundant reason for dismissing negro laborers. They are no longer reliable. They are under the worst possible radical influences. They have become indoctrinated with notions which render them useless as laborers. They have imbibed, through radical teachings, prejudices and hostilities toward the whites. Mutual confidence between the races is destroyed by radical agency, and the prospect is of a still worse condition before there is a better. It is not surprising that citizens of the South have been looking about for another class of laborers, and the radicals ought to know that there is no law which can prevent ship loads of coolies coming voluntarily to New Orleans, any more than to San Francisco. Under our laws they have the right to come, and under our laws any person has the right to employ them. Thousands of laborers have been induced to come from Ireland by agents sent over to induce them to come, to labor in our various public works. It is as legitimate and proper to offer like inducements to Chinese to come into the Southern States, and as there is no law against the former, so there is none against the latter. The laws of 1862 and '64 referred to are inapplicable to such sort of importation of coolies. They refer to those who against their will, as slaves upon the coast of Africa, are seized, forced on board ship, and brought here on a contract with a master who has hired their time for a term of years, and intends to speculate upon their bones and sinews as a slave-trader does upon his captives from Africa.

Citizens of the South countenance no such system in the importation of coolies. They offer them fair monthly wages upon contracts made directly with them. We believe that the introduction of half a million such laborers in the South would be advantageous. They are more apt to learn than negroes. They are more skillful in the use of their hands and muscles. Their imitative capacity is unlimited. When once told and shown how to do a thing they will do it exactly without any subsequent instruction. They are more active and more industrious than the negro. Their natural intelligence is far superior to his. They are docile and obedient. Such has been found to be their character in California, and such it would prove in the South. If the radicals think that the introduction of such a class of laborers would be injurious to the interests of the negro, they may thank themselves for the existence of a necessity of employing another class of laborers. If the negroes think the coming of such would be an injury to them, let them look to their radical teachers for comfort and redress. It is not in the nature of things that Southern citizens should continue voluntarily to employ a race of laborers who have come, through pernicious teachings, to look upon them with suspicion, distrust and hatred. When the radicals commenced sowing the seeds of the war of races between the blacks and the whites, if they had possessed ordinary sagacity, they could have foreseen that they were preparing the way for the displacement of the blacks as an industrial class, by another and a different order of laborers. They will in vain invoke the "rigid enforcement" of law against the incoming of coolies. There is no law to invoke, nor is there any to forbid the stocking of every cotton, sugar and rice plantation in the South with Chinese laborers, and introducing them into every store, manufactory and dwelling. We incline to believe there will be many more ships besides the Robertson that will bring Chinese to New Orleans, to the mutual benefit of Southern employers and Chinese laborers.

EDITORIAL NOTES AND CLIPPINGS.

SCYLLA AND CHARYBDIS.

WE are already experiencing some of the difficulties of journalism, and have discovered, at an early stage of our editorial career, that it is no easy matter to please all parties. Avoiding carefully the expression of our own views on the political measures of the day,—except to point out such influences as we deemed detrimental to the industrial and commercial restoration of the South, and consequently damaging to the interests of the whole country,—we have nevertheless seen and felt that issues would arise in the abnormal condition of society in the South; in the abrupt rending of her labor system; in the new relations there of capital to labor; in the virtual destruction of her State governments, and the substitution therefor of military despotisms as arbitrary as they were irresponsible; and, above all, in the dangerous experiment of elevating to political rights and power an element totally unqualified for the discreet use of such privileges;—in view, we say, of all these violent changes and disturbances, issues would be presented that would call for and require full discussion. Hence the pages of the REVIEW have been open to thinking men of all parties and sections, and their contributions have been solicited, in the assurance, strongly held by us, that the more the subject was ventilated the better for the South and for the country. Having removed to the North shortly after the surrender of the last of the Confederate armies, we discovered an amount of ignorance as to the true condition of the South and the tone and temper of her people, that, unless speedily

corrected and enlightened, augured badly for the success of any measures of conciliation. Believing in the wisdom of the Presidential policy, we early saw that it would be rejected by the people of the North until time and intercourse had somewhat softened the asperities of the hour. Having an abiding confidence in the latent conservatism of the people, we predicted last spring the reaction which has at last set in, and we have done all we could to encourage and further the change. In carrying out these ideas we have found it necessary to oppose the extremists on either side;—to point out to the Radicals the unnecessary harshness of their Congressional measures; and at the same time to remind some of our Southern friends that they were in no position to dictate, and to recommend them to be patient. We hoped that we could follow this course without offence to any one, but it would seem from the following letters and extracts that we were mistaken.

SAN ANTONIO, TEX., Aug. 1, 1867.
Editors of "DeBow's Review":

I subscribed for DEBOW'S REVIEW, on the representation of your agent that it would not oppose the government of the United States, nor devote any portion of its pages to political subjects; and was assured that it would in future atone for its past evil influences.

You will please spare me the infliction of another number, and oblige,

Yours, &c.,

GEO. W. BRACKENRIDGE.

An "Old Subscriber" in Mississippi writes as follows:

* * * * You are devoting rather too much of your space to matters which for the present can possess no possible interest to your Southern readers. Such, for instance, are your

recent papers on the "collection of revenue," etc. I trust that the fact of your Junior's being a New-York man will not interfere with the old-time reputation of the REVIEW.

To these letters we add part of a notice from the New-York *Daybook*:

* * * * But there is one article in this number of the REVIEW that is foolish and vicious beyond expression. Mr. Boyce, a former member of Congress from South Carolina, charges the Northern Democracy with needlessly embarrassing "the South" by opposition to "impartial freedom" with niggers! Who, ten years ago, could have believed that he would have lived to see a South-Carolinian rebuke a Northern Democrat for his hostility to Mongrelism? Surely the world moves forward or backward, or, at all events, is turned upside-down, when such a thing as this happens. But we can assure Mr. Boyce, that, while the Northern Democracy feel a profound sympathy with their brethren of the South, and are doing all they can to demolish the monstrous power that now rides rough-shod over the common country, their hostility to nigger equality is based on other considerations than those temporarily affecting South Carolina or the South. It is unnatural, impious, monstrous, beastly, and devilish, to mongrelize or equalize with negroes; a sin against God, and a crime against ourselves, and indeed against the negro, so monstrous that God Himself dooms those guilty of it to absolute extinction—the negroes in Massachusetts and the whites in Jamaica dying out in about the same proportion. If, therefore, a time should ever come when the white people of the South were so demoralized, degraded, and utterly lost, as to *voluntarily* equalize with negroes, of course the Northern Democracy would secede, and set up a Northern Confederacy, as the only possible means to save themselves from a political and social leprosy so deadly and irreparable as "impartial freedom" with negroes.

In reply to these complaints, we say first to Mr. Brackenridge that our agent gave no assurances incon-

sistent with our declarations, intentions, and acts. The REVIEW is not opposed to the Government of the United States, nor does it devote its pages to matters strictly political. But there may be an honest difference of opinion between us as to what really constitutes the Government, and with regard to what questions are to be considered purely political. It strikes us that Mr. B. confounds the radical party with the Government, and that our opposition to the measures of that party, where those measures affect injuriously the industrial interests of the whole country, has offended him. We regret that we cannot conciliate him by a change of policy in this respect, for it is impossible.

To our old friend in Mississippi we reply that he has been unfortunate in selecting Mr. Atkinson's articles as having no interest to readers in the South. The collection of an adequate revenue to meet the requirements of government, and at the same time to make taxation as little oppressive as may be, is a subject of paramount interest and importance to every person in the Union. It is a scientific problem of the highest import, and has enlisted the earnest endeavors of reflecting men of all nations and of all times, and yet defies a satisfactory solution. In this country the question, even under the former—by comparison insignificant—wants of the Government, was made prominent by the determined resistance of Southern statesmen to the protective theories of the North; and now, when the vast engagements of the country have to be met, it surely behooves us all to give an attentive ear to suggestions for relief from the present exhaustive system of taxation. We hailed Mr. Atkin-

son's treatise with the greater pleasure that it came from the pen of a New-England manufacturer who is also a member of the Republican Party.

As to the remark about ourself (the Junior), we have only to say that we are from the South, and have never resided out of it until within the past two years. We served our State (South Carolina) as a private in a cavalry battalion until honorably discharged. The reputation of the REVIEW will not suffer in our hands in the manner indicated, whatever may be our shortcomings in our efforts to maintain its literary excellences.

The *Daybook* assails us with its accustomed violence for publishing Mr. Boyce's article on "The South," which it characterizes as "foolish and vicious beyond expression." We have looked in vain through the paper in question for any expressions which would justify the diatribe of the *Daybook*. Mr. Boyce starts out by declaring that between the two diverse races in the South "fusion is impossible." He advises his fellow citizens that "as practical men they must make the best they can of the situation," which he says "is most anomalous and alarming." He advises harmony and conciliation as the only possible means of escape from the threatened evils of an attempt to "govern from below upward." These opinions are not peculiar to Mr. Boyce. Similar views have been publicly enunciated by Gen. Wade Hampton and by many other of our best citizens, and have been generally acquiesced in by the people of the South. So far as the South is concerned, she has no power to avoid the evil, and hence it is the province of a wise statesmanship to endeavor to mitigate it.

We do not wish to be understood as fully endorsing Mr. Boyce's views, but, as a representative of a party respectable in point of numbers and intelligence, he was entitled to a hearing. As a matter of humanity we advocate now, as always, kindness to the blacks, and in view of their changed relations the gradual elevation of the race; but as a matter of policy, the day for voluntary concessions has gone by, and it is doubtful whether even had we taken the wind out of the sails of the radicals by anticipating their action, in regard to the right of suffrage, it would have availed us anything. The negroes are determined to submit to no dictation; and the scum that rose to the surface of the political cauldron when society in the South became disorganized, are, happily, disappointed in their expectation that through the votes of the blacks they would "ride to glory over the ruins of the country."

WE have received a copy of an address on the subject of Immigration, delivered by J. P. Killebrew, Esq., to the citizens of Montgomery County, Tennessee, at Clarksville, in August last,—for which we shall endeavor to find space in our next number.

The Bureau of Immigration for the State of Louisiana, through J. C. Kathman, Esq., Chief of the Bureau, supplies us with some valuable information, which shall be incorporated in our "Department of Labor &c." in our issue for November.

"NO TREASON" No. 2—"The Constitution,"—by Lysander Spooner, Esq., of Boston,—will appear in our next number.

WE are indebted to the Hon. B. P. Johnson, Secretary, for a copy of the *Transactions of the New York State Agricultural Society* for the year 1865, a handsome Legislative volume of over 700 pages, profusely and beautifully illustrated, and abounding in information of lasting importance to the farmer and the horticulturist. The high degree of perfection to which scientific farming, in all its varied branches, has attained in the Northern States, ceases to surprise when we see, from this and kindred publications, how much of skill, capital and experimental research is devoted to the subject. In the volume before us there is not a single topic in relation to farming, in the widest application of the term, that is neglected. The field, the garden, the orchard, the vineyard and the nursery; the barn, the stable, the dairy and the dwelling; the implements, the fences, the gates and the ditching; the stock and the poultry; the diseases of plants and the insects that trouble them; the soil and its fertilizers; the factory and the tannery; in fine, every point the most minute is freely and comprehensively brought forward, and discussed with a degree of intelligence which does honor to the State.

We shall use this report largely in our compilations for our Agricultural Department, and hope to give our readers many valuable hints therefrom.

WE had hoped to have given in this issue the initial paper of a series of carefully prepared papers on the present condition of the country, and the best means of restoration—from the pen of a favorite ante-bellum contributor, whose vigorous articles at one time formed the chief attraction

of the REVIEW—and, in fact, delayed the number for a fortnight, trusting it would reach us in time; but, owing to illness, consequent upon surgical treatment, it was not sufficiently revised to please the author. It is probable the first paper will appear in our next number.

WE are under renewed obligations to the Department of Agriculture, at Washington, for further favors. Its latest reports are before us, and will be referred to hereafter.

THE *New York World*, in its column of "personal items," speaks sneeringly of the late Henry Timrod—whilom our classmate, and always our much-loved friend—as a "Southern writer of verses." We know not by what standard the critic of the *World* is governed, but if pure and lofty thought, flowing in graceful numbers and clothed in faultless diction; if a soul raised above the ordinary aspirations of humanity, by its longings after the beautiful, and by its heaven-given capacity to translate the mysterious language of nature, as spoken "in all her visible forms;" if the power to strike, by the potent spell of genius, from earth's meanest clay some element of beauty, and to

—"turn life's tasteless water into wine,
And flush them through and through with
purple tints;"

if these are constituents of a true poet, then, indeed, the author of "Ethnogenesis," "The Arctic Voyager," "Christmas," "A Vision of Poesy," and "The Cotton Boll," was something infinitely above and beyond a "writer of verses."

But our readers knew and admired our Southern laureate too well to render any vindication at our hands

ought but superfluous, yet one example of his power to convey the most subtle and delicate thought, in language at once pure and felicitous, is embodied in the gem we reproduce below. Who can read it without experiencing that peculiar yet pleasurable sensation of sadness which Poe declared to be the highest element of beauty?

THE ROSEBUDS.

BY HENRY TIMMOTH.

Yes, in that dainty ivory shrine,
With those three pallid buds I twine
And fold away a dream divine.

One night they lay upon a breast,
Where love hath made his fragrant nest,
And throned me as a life-long guest.

Near that chaste heart they seemed to me
Types of far fairer flowers to be—
The rosebuds of a human tree!

Buds that shall bloom beside my hearth,
And there be held of richer worth
Than all the kingliest gems of earth.

Ah, me! the pathos of the thought!
I had not deemed she wanted aught,
Yet what a tender charm it wrought!

I know not if she marked the flame
That lit my cheek, but not from shame,
When one sweet image dimly came.

There was a murmur soft and low,
While folds of cambric parted slow,
And little fingers played with snow!

How far my fancy dared to stray,
A lover's reverence need not say—
Enough, the vision passed away!

Passed in a mist of happy tears,
While something in my tranced ears
Hummed like the future in a seer's!

IMPORTANT TO PLANTERS—A NEW KIND OF COTTON.—A Georgia correspondent of the *New York Times* writes as follows about a new kind of cotton which has been cultivated in Middle Georgia during the past season:

A few planters in Oglethorpe Co. have made an experiment with a new kind of cotton, introduced two years ago by Hon. Joseph Echols, ex-member of Congress, which promises

to be a great success. It is something between the long staple of the sea island and the best upland cotton, is astonishingly productive and very rich in color. When the best uplands sold last year at 30 cents per pound, this Echols cotton brought 55 cents, and the experiments of this year promise a similar relative result. A gentleman who has raised a small patch of it sent me a small sample of the ginned lint a day or two ago, and he also sent me a stalk, which measured eleven feet in height and had on it 507 grown bolls, exclusive of blooms and forms. It is calculated that 100 bolls produce one pound of lint, and allowing 2,700 stalks to the acre, did they all produce as the stalk sent me, the total yield will be 13,689 pounds of cotton. Could such a result as this be attained, the great problem of the maximum of labor would be satisfactorily solved. Sanguine "book-farmers" pretend that by manure and good culture ten bales to the acre may be raised. Practical farmers regard these theories with pity, and dispose of their speculative calculations with the simple word—impossible.

THE Picayune, in a lengthy and able article, points out the difference between Northern farmers and Southern planters. It concludes as follows, giving, as it is wont to do, some sound and practical advice:

The Northern farmer gets rich because for one thing—he cannot run in debt as here. There is no one to make him advances by the thousand and ten thousand dollars. If he is industrious and hard-working, he may get a few months' loan to meet his personal expenses, but none to hire or provision laborers withal. If he has valuable land, he may mortgage it to borrow money, but he cannot borrow it on his expectations. He therefore must raise little things which sell readily, and not all of one crop, to be brought to market at the end of the year. As he cannot borrow money to buy mules and horses, he tries to raise them, and he takes constant care of such as he has. Care,

economy and a self-supporting policy constantly add to his store. He has few purchased delicacies, but many home-made comforts. He is so necessarily always at home that he makes it a place of contentment, and neither city nor village hotel soaks up much of his means.

Why cannot our planters do as well? We speak only of and to such as are fit for a planting or farming life, for a man without the industry or courage to work will not do well in that or any other mode of life; but a man whose fingers know how to plant, and whose will is good to plant, can carve out of this demoralization of negro labor, and this defeat of cotton as the only money-making crop, such good fortune as will amply compensate him for present losses.

To imitate the farmer in his divers crops, to see to the care of swine and breeding stock, to use his small economies, and, like him, to be his own salesman, may appear belittling; but, after all, it is a nobler life than that of him who is a slave to debt for his sustenance, and who knows, as he dashes along in his broadcloth, that the merchant, if not the tailor, is wondering when he will get paid for it. We must reverse our mode of planting, if we would thrive; and whether the worm or the cotton conquer, this is equally true.

WEIGHTS AND MEASURES.—An Act of the last Illinois Legislature:

Be it enacted, etc., That whenever any of the following articles shall be contracted for, or sold or delivered, and no special contract or agreement shall be made to the contrary, the weight per bushel shall be as follows, to wit:

Articles.	Pounds.
Dried apples.....	24
Bran	20
Barley	48
White beans.....	60
Castor beans.....	46
Buckwheat	52
Stone coal	80
Shelled corn... ..	56
Corn in the ear.....	70
Corn meal.....	48

Plastering hair.....	8
Unslacked lime.....	80
Barley malt.....	38
Rye malt.....	—
Oats	32
Onions	57
Dried peaches.....	33
Irish potatoes.....	60
Sweet potatoes.....	55
Peas	60
Rye.....	56
Blue grass seed	14
Clover seed.....	60
Flax seed.....	56
Hemp seed	44
Timothy seed.....	45
Hungarian seed.....	48
Coarse salt.....	50
Fine salt.....	55
Sand.....	—
Turnips	55
Wheat	60

Of late years much attention has been given to the digging of peat. The criminal wastefulness of the American people in the matter of wood fuel, is apparent in the rapid disappearance of our forests. Coal is, fortunately, yet abundant, but capital is required to mine it; and with us it is almost impossible to organize companies now. Is it not reasonable to suppose that the swamps which abound everywhere in the South, are rich in deposits of peat which may be made available at small cost? The machines used for condensing are not very costly, and are easily managed. They turn out the peat in uniform cubes, about the size of "egg" coal; they are hard and dry, and burn with an intense heat.

The extracts below we take from a recent report on the operations going on in the Dismal Swamp, where the supply of peat is, seemingly, inexhaustible:

The Dismal Swamp is, probably, the largest available peat deposit in America, if not in the world; and its availability arises in a great measure from the fact that a canal large

enough for small steamboats traverses its centre. Its extent was first discovered March, 1728, by the surveyors of the Virginia and North Carolina State line. It required eight days' diligent labor to make the passage where that line crosses the swamp. Although its surface is so covered with roots that a person can travel over it, yet a pole can any where be thrust down from ten to forty feet through the soft peaty substance below. This swamp is everywhere covered with a dense growth of timber or smaller plants, which have been growing and decaying from time immemorial. All this has furnished the substance of which peat is formed, to such an extent that the supply is incalculable. This is contrary to the received scientific opinion that peat is formed only in cold climates. The evidence to the contrary is here patent. Two companies at least have been organized, and have several of Leavitt's peat machines at work upon the banks of the Dismal Swamp Canal, and they find a ready market for their condensed peat. The steamboats pass up the Great Dismal Swamp Canal within fifty rods of their works. The engineers of these boats are so much pleased with this fuel that they have contracted to take all the companies make with their present facilities, at six dollars per ton. Other applications for the fuel are already numerous, and a coal dealer from Richmond has made written application to them to secure control of the entire product of their works for that market. The cost of labor there is much less than at the North, as they employ freedmen mostly at a dollar a day. We have seen samples of this fuel, which cannot be excelled in quality in any other Northern region.

In digging, it is found that the roots of reeds and bushes are all upon the surface or not over one foot below. Then the mass is perfectly plastic, yet so firm that it can be cut into cakes of any size that can be handled.

Much of the Dismal Swamp lands are not covered with timber, but contain a buried forest, some of the logs of which are as sound as they were ages ago.

It is a fact worth knowing that operators in this, as well as in other peat swamps, are generally healthy. During the time of slavery the deepest recesses of this swamp were always inhabited by negroes, who built their cabins elevated upon stilts above the water. As the whole ground becomes navigable as fast as cleared of peat, it can be excavated by steam dredges, carried in boats to the condensing machines, and from them shipped on board of vessels navigating the canals. The water of Lake Drummond is remarkably clear, although of a reddish color. Upon a part of the area no bottom has yet been found, but the peat from the lowest depth is equal in quality to that nearest the surface. The peat appears to have the same antiseptic qualities as that of the Irish bogs. One of the peculiarities of the Dismal Swamp water is that it never spoils at sea.

AN Albany exchange furnishes the following quaint epistle, showing the estimation in which railroads were held, by even the most practical men, little more than half a century back:

The following letter, in reply to a suggestion about railroads, written over fifty years ago, by Chancellor Livingston, who had been associated with his brother-in-law, Robert Fulton, in application of steam to vessels, shows the state of improvement in that day:

ALBANY, March 1, 1861.

DEAR SIR—I did not till yesterday receive yours of the 25th of February; where it has loitered on the road I am unable to say. I had before read of your very ingenious proposition as to the railway communication. I fear, however, on mature reflection, that they will be liable to serious objection, and ultimately, more expensive than a canal. They must be double, so as to prevent the danger of two such heavy bodies meeting.

The walls on which they are placed must be at least four feet below the surface, and three above, and must be clamped with iron, and even then, would hardly sustain

so heavy a weight as you propose moving at the rate of four miles an hour on wheels. As to wood, it would not last a week. They must be covered with iron, and that, too, very thick and strong. The means of stopping these heavy carriages without a great shock, and of preventing them from running on each other—for there would be many running upon the road at once—would be very difficult. In case of accidental stops, or necessary stops to take wood and water, etc., many accidents would happen. The carriage of condensing water would be very troublesome. Upon the whole, I fear the expense would be much greater than that of canals, without being so convenient.

R. R. LIVINGSTON.

WE learn, says the *Pittsburg Commercial*, from a correspondent of the *Chicago Tribune* that the first "iron horse" has climbed the summit of the Sierra Nevada, and is now on the eastern slope of the mountains, looking down into the great interior basin of the continent. The track is not yet finished over the summit, but it soon will be, and in a few more months the whistle of the locomotive will be heard as regularly, if not as often, in Virginia City as it is to-day in Chicago. The engine which is now over the eastern slope of the mountains was carried over by piece-meal to aid in the work of construction beyond the summit. Five hundred carpenters are now at work building bridges and trestle work on the eastern slope and the great enterprise of our day may be said to have overcome its greatest obstacle. Occident and Orient are stretching out their hands towards each other; heaven speed the time when they meet and embrace as brothers.

THE London Post-office is regarded as the greatest institution of the kind

in the world. In the first year of the present century the local letters written in London, which were received and delivered within the corporate limits by this post-office, numbered 3,200,000. London is now divided into ten postal districts, and in 1865 they received and delivered 90,000,000 of these local letters. The average daily delivery of letters in London at present is about 560,000, of which about half are local and half from abroad. The daily number of newspapers and book packets delivered is about 55,000. The postmaster asserts that, if London correspondence continue to increase as it has in recent years, it will soon be necessary to have half-hourly collections and deliveries during certain parts of the day. He also alleges that London local letters are the most profitable that the post-office handles, and that a very considerable portion of the total net revenue of the department is derived from them.

THE merchants and business men on the upper waters of the Ohio are very much exercised over a proposed change of plan in the construction of a bridge over that stream at the Falls near Louisville. The *Cincinnati Commercial* thus alludes to the matter:

The pier bridge which is to be built across the Ohio river at the Falls by act of Congress, was to have two draws, one for ascending and one for descending steamers, there being two channels over the falls for boats bound up and down. It appears the company intend to construct the bridge without the desirable draws, thus completely suspending navigation for steamers over the falls, making New Albany the head of navigation for upward bound boats during high water. The bridge is to be one hundred feet above low-water mark, which is less than fifty feet above high-water mark. As the present ca

nal is worn out and almost worthless, and the falls rendered unnavigable by the proposed bridge, the steamboat interests of Louisville, Cincinnati and all points above, must necessarily be suspended so far as through shipment is concerned. Cincinnati will suffer materially from this barrier to navigation, while St. Louis, Cairo, and Evansville will be benefited. When we take into consideration the vast importance of the commerce of the Ohio River, this is no unimportant subject, and it behooves not only the marine, but the mercantile, manufacturing and general shipping interests of Cincinnati to wake up, and move forthwith in the matter—see that an injunction is at once gotten up against the construction of a bridge across the Ohio at the falls. If the trade and travel require a bridge, either build it high enough for boats to pass under, or make the requisite number of draws to accommodate the free and unobstructed commerce of the Ohio. The citizens of Louisville hold a meeting relative to this nuisance to-morrow.

THE beautiful poem which we give below, has been published in New York on a large sheet with superb illustrations. We do not now recall the name of the artist, but presume that ere this our booksellers have copies for sale. A lady friend sends us this, Father Ryan's latest, with the request that we republish it.

SENTINEL SONGS.

BY "MOINA" (FATHER A. J. RYAN OF NASHVILLE.)

When sinks the soldier brave
Dead at the feet of Wrong,
The poet sings—and guards his grave
With sentinels of Song.

"Go, Songs,"—he gives command—
"Keep faithful watch and true;
The living and dead of the conquered land
Have now no guards save you.

"And, Ballads, mark ye well,
Thrice holy is your trust:
Go out to the fields where warriors fell,
And sentinel their dust."

And the Songs, in stately rhyme,
With softly sounding tread,
March forth—to watch, till the end of time,
Beside the silent dead.

And when the foeman's host,
And hate, have passed away,
Our guard of Songs shall keep their post,
Around our soldier's clay.

A thousand dawns may glow,
A thousand days may wane,
The deathless Songs, where the dead lie low,
True to the last remain.

Yea, true! They will not yield
To tyrants or to time;
At every grave and on every field
Where men died deaths sublime—

Lone vigils they will keep,
Obedient to their Bard;
And they will watch when we shall sleep
Our last and only Guard.

What though our victors say:
"No column shall be built,
Above the graves where the men in Gray
Lie mouldering in their guilt?"

Ah! let the tyrant curse
The dead he tramples down!
Our strong, brave Songs, in their sweet, sad
verse,
Fear not the tyrant's frown.

What though no sculptured shaft
Commemorate our Brave?
What though no monument epitaphed
Be built above their grave?

When marble wears away,
And monuments are dust,
The Songs that guard our soldier's clay
Will still fulfill their trust!

THE increasing popularity of Stimpson's Scientific Steel Pens, has rendered a change of agents necessary. We have received a neat package containing a gross (in twelve miniature boxes) of several

different styles, and after trial we heartily endorse the following remarks from the *Shoe and Leather Reporter*:

STIMPSON'S SCIENTIFIC STEEL PENS.—We have received from the manufacturers samples of these pens, and of the ink-retaining pen holders, and must pronounce them to be very superior. The pens are of great strength and elasticity, and are admirably adapted for all styles of writing, as well as of mechanical drawing. The holder is a desideratum, being capable of retaining at one dip, ink enough to write half a sheet of paper. Messrs. A. S. Barnes & Co., William street, New York, are the general agents for the sale of these articles.

ENGLISH railroad iron, during April last, was exported to the amount of 46,974 tons from the United Kingdom, and for the four months ending with April the exports were 133,875 tons. A large proportion of this, notwithstanding the high duties levied on imported iron, comes to this country, the exports to the United States during the four months referred to having been 59,661 tons, as compared with but 25,430 tons during the corresponding period of 1866, and 4,902 tons during the corresponding period of 1865—a large and rapid increase. The large exports of railroad iron to this country, the *London Times* says, were continuing during May and June. Of the balance exported during the four months ending with April, India took 33,000 tons, and was the next largest buyer to the United States.

At the beginning of the war the population of Texas was between

600,000 and 700,000; *ALLAN'S Monthly* estimates it to be at least one million now. Population is flowing into the State from Europe as well as from the Southern States east of the Mississippi.

REFERRING to General Sickles' estimate of the cost of executing the Sherman military reconstruction acts, a Northern exchange says:

The entire cost of this sort of reconstruction, so-called, but really enslavement of white men under the sword of satraps, in the five military districts, will be five millions of dollars, because most of the districts are larger in territory, if not in population, than the Carolinas. They will, therefore, be more difficult and costlier of reconstruction. Here is a feature of the white enslavement bill, which should attract the attention of the masses of the people, who are already borne down almost to earth by an unexampled taxation.

Our contemporary forgets to add the expenses of the Freedmen's Bureau, unnecessarily continued, and the fearful cost of a standing army to keep the "provinces" in order; both items being directly chargeable to the same score. Read the following, which we find in the *Lynchburg Virginian*:

A friend who has been residing in the peninsula for some months past, informs us that there are about 28,000 negroes between Williamsburg and Hampton, a distance of about 36 miles. These people are sustained with rations furnished by the Government, at a cost of \$60,000 monthly, while five companies of cavalry are required to patrol the country to prevent depredations. Every effort has been made to induce a portion of them to remove to Florida, the officers of the Government offering them free transportation. There is a standing offer of this nature made by General Armstrong, of the Freedmen's Bureau, to convey the men with their families to any point they may select.

with the view of engaging in useful labor. But they have persistently refused every offer of the kind.

THE cost of supporting the army in the Southern States during the present year, is estimated by the Treasury Department at \$35,000,000 to \$40,000,000.

TIN MINES IN MISSOURI.—The St. Louis *Times* gives some account of recently reported deposits of tin in Missouri. Several thousand acres of land have recently been entered in Madison and Iron Counties, upon which the owners hope to find tinlands, which have heretofore been considered as almost worthless because of their hilly, rocky character, and their remoteness from river and railroad communication. These lands have been entered and purchased by parties respectively from Detroit, St. Louis, Chicago, Wheeling and Pittsburg, about in the order named as to quantity, U. K. Booth, of Detroit, taking the lead. The St. Louis parties have three Cornwall miners at work, exploring with very favorable results.

THE New York *Shipping List* says: The importance of the attempt now being made in Illinois to manufacture sugar from beets is illustrated by the fact that the sugar imports of the United States during the fiscal year ending on the 30th of June, 1866, were valued at \$39,595,677 in gold. This industry has been eminently successful in Europe, and there is no good reason why it should not also succeed in this country. Nearly 400,000,000 pounds of beet sugar are now annually made in France, Germany, Austria, Russia and Belgium. One factory in Ger-

many employs 3,000 operatives, occupies buildings which cover twelve acres of land, and has a capital of \$16,000,000.

OUR BOOK TABLE.

Messrs. D. Appleton & Co. have sent us—

1. *Culture Demanded by Modern Life*, a series of addresses and arguments on the claims of scientific education, by well known savants, with an introduction on Mental Discipline by E. L. Youmans.

The author of this excellent work in his introduction, directly, and we think successfully, assails the time-honored curriculum of our schools of learning, as inferior in every respect as a means of mental discipline to a system of culture based upon scientific education. He maintains that the traditional scheme of study involves an enormous waste of power, gives a false preparation for life, and has long since ceased to be adapted to the intellectual necessities of modern times, which appeal for change, for progress and for action. These views are supported in an argument of great lucidity, and are illustrated by a compilation of lectures on various scientific subjects, from the pens of many of the most distinguished professors and men of learning of the nineteenth century, and by an appendix containing citations from the works of such men as Sir John Herschel, Herbert Spencer, Dr. Draper, Sir Charles Lyell, Dr. Faraday, and others.

To preceptors and to students interested in the question of modifying the system of instruction hitherto advocated with so much tenacity, and of bringing forward a discipline better adapted to the needs of the times,

this work will furnish much useful and valuable information.

2. *Home Life, a Journal* by Elizabeth M. Sewell.

Lovers of pure English, pure thought, and pleasant unstilted narrative, will be glad to welcome a new work from the pen that wrote "Cleve Hall" and "Gertrude." As an authoress Miss Sewell stands deservedly high, at home and in this country. Her works are free from the dangerous tendencies so common in modern works of fiction, and may be placed in the hands of the young without fear of evil consequences. "Home Life" illustrates some of the difficulties in eliminating a satisfactory system of education looking to both mental and moral culture, and the disappointments which are inevitable in the endeavor to apply the best advised discipline to ordinary people under ordinary circumstances. Outside influences, social necessities, accidental contact with the world of pleasure, the unwise interferences of well-meaning, but in reality mischief-making friends; the pernicious examples of selfishness which conformity to fashion and to public opinion necessarily involves; and the general hollowness and insincerity of modern society, are difficulties which render any system of education, however perfect in theory, absolutely impossible to be successfully carried out in practice.

This lesson, so disheartening and yet so instructive, Miss Sewell teaches in a tale of much cleverness; simply and gracefully told, and yet with a sufficient degree of dramatic interest to keep our sympathies and our attention constantly aroused.

From Messrs. Harper & Brothers we have received—

1. *Birds of Prey, a Novel* by M. E. Braddon.

Miss Braddon stands confessedly at the head of the sensational, or perhaps we should say the pyrotechnical school of romancers, and the announcement of a new display of her peculiar powers will be hailed with satisfaction by a too numerous class of readers. We have not read "Birds of Prey," and cannot say, therefore, whether or not it is free from the sameness which so largely obtained in her earlier works that of several of them read during the war, when anything new was seized upon with avidity, despite a retentive memory we cannot place the Eleanors and the Isabels, the Conways or the Talboys in any sort of regular connection, and can't for the life of us remember who got John Marchmont's legacy. Nevertheless, as we said before, Miss Braddon has a host of admirers, and the reproduction of her "blue lights" is a source of large profit to the publishers.

2. *The Curate's Discipline, a Novel* by Mrs. Eiloart.

We do not remember to have met with Mrs. Eiloart's name before in the world of fiction, but after reading several chapters of the novel before us, we find ample cause to regret that so many graces of style, so strong an imagination, and such pleasing powers of description, should have remained so long restricted to the limited audience of family and friends. The "Curate's Discipline," is dedicated by the authoress to her husband, "to please whom alone," she says, "she first took up her pen." We predict for her a widespread popularity, should she wisely determine to persevere in her labors for the public.

3. *Memoirs of the Prince Consort*, his early years, etc., etc., compiled under the direction of Her Majesty the Queen, by Lieut.-General, the Hon. C. Grey. Two portraits on steel.

This tribute from the widowed heart of England's revered Majesty, to the memory of the worthy object of her earliest and latest affection, has already been extensively and commendably noticed by the press, and most favorably received by the ladies of America. It is a domestic picture, simply but felicitously delineated, and portrays, to the astonishment of some people, that royalty is subject to the same emotions of love and pleasure, and is exposed to the same cares and trepidations, which excite and agitate the hearts and minds of the most modest commoners in the land it rules over. The vulgar impression, prevailing rather too extensively in this country, that kings, queens and princes, stalk uniformly upon stilts, and are encased within the stronghold of an impenetrable immobility, will be dissipated by a perusal of this charming volume. The reader will find that these crowned heads belong simply to *ladies* and *gentlemen* of a very high degree of culture, and consequently more keenly sensitive to the fragrant influences of a pure and refined domesticity, than others less tenderly nurtured and disciplined.

There can be no question as to the fact that the usefulness of H. R. H. the late Prince Consort was greatly impaired in England by a senseless yet subtle fear and jealousy of his influence and interference in matters of State, and it cannot be doubted that a perception of, and respect for, this feeling alone, prevented him, with his varied attainments, his devotion to

science, and his fondness for agriculture and its collateral industries, from attaining a much higher career of usefulness than he had achieved when death came to dissipate the only shadow that intervened between him and the affections of the English people. With us, his character was thoroughly appreciated, and these "Memoirs" will have, perhaps a wider circulation in the United States, than among Her Majesty's immediate subjects.

4. *Harper's Bazar*, an Illustrated weekly journal, devoted to fashion and household literature. Vol. 1, No. 1. New York. Harper & Bros.

With the immense resources at the command of these eminent publishers, we felt when it was first announced that they would turn their attention to this enterprise, that they would overshadow anything of the kind hitherto attempted in this country. The first number confirms our pre-conviction, and we commend the publication to our lady friends, the more gladly that the editors announce that they "shall avoid entering into sectarian or political discussion, as being outside the province of our paper." We regret that we cannot say as much for Harper's Weekly, which disgraces its Christian proprietors, in catering to the lowest appetites of one section, by systematically and persistently reviling and insulting the most sacred affections and fondest memories of the other.

Our esteemed friend Lawrence S. Benson, of South Carolina, has presented us with a copy of his latest scientific effort, in the shape of a text-book on Geometry, which we find thus favorably noticed by that

standard authority, *The Scientific American*:

The Elements of Euclid and Legendre, with Elements of Plane and Spherical Trigonometry. By Lawrence A. Benson.

The author of this treatise has prepared and published a text-book adapted for the use of schools and colleges, the plan of which being the reducing of geometrical science to the smallest compass, such propositions are only introduced in it as are required to substantiate the principal theorems by which the principles of geometry have practical applications in Trigonometry, surveying, mechanics, engineering, navigation, and astronomy. A new and important feature of this work is the establishment of all geometrical propositions by the direct method of reasoning, dispensing entirely with the *reductio ad absurdum* or indirect demonstration, the author's argument being that every true proposition must be susceptible of proof without any such circuitous process as that heretofore employed for demonstrating certain propositions. The work before us bears the commendation of President Webster and Professor Docharty, of the College of the City of New York; Professor J. G. Fox, Principal of the Cooper Union Free Schools; also the Superintendent of the Board of Education of this city, and has been entered on the list of text-books for the ward schools of this city.

PERIODICALS.

The Southern Review. Vol. XI. No. 4 for October, 1867. Baltimore, Bledsoe & Browne.

This sterling quarterly, which in its general scope and character brings to mind the old *Southern*

Quarterly in its palmy days, appears promptly on our table with a table of contents covering a wide range of belles lettres and general literature as follows: I. Alexander Hamilton. II. Bertrand Du Guesclin and his times. III. Education of the Intellect. IV. Baker's African Exploration. V. The North and the South in the Convention of 1787. VI. Mexico and Mexican Affairs. VII. The Limits of Culture. VIII. Canada and the United States. IX. Chancellorsville. X. Book Notices.

The Old Guard. New York. Van Evrie, Horton & Co.

The Eclectic Magazine. New York. W. H. Bidwell.

The Riverside Magazine for Young People. New York, November, 1867: Hurd & Houghton.

This charming illustrated monthly for boys and girls, is a welcome visitor to our table, and thence to eager expectants at home. It is the magazine *par excellence* in its peculiar and difficult province, and does honor to the skill and enterprise of its proprietors. The list of contributors includes the names of all the most famous writers of the times in this field. The illustrations are cleverly drawn and well printed. "Africa at war with Turkey," in this number, is irresistibly comic, and the truthfulness of the sketches will be at once recognized by our Southern youth.

THE following editorial from the Charleston *Mercury* condenses in a small compass a good deal of information on a subject about which many huge folios have been written:

There have been two remarkable epochs in the history of the precious metals.

1. The discovery of the South-American mines.

2. The subsequent exploration of the Californian and Australian deposits.

The first of those events led to a fall in the value of silver. The second is likely to lead to as great a fall in the value of gold. We have not yet reached that point in the depreciation of gold that accompanied the depreciation of silver; but we are gradually attaining that pre-eminence in evil; for we hold that a fall in the price of commodities, the attendant of a change in the value of the circulating medium, is invariably followed by great social mischiefs. The fall in the value of silver in the sixteenth century is noticed by all the writers of the period. The statute of laborers in the reign of Henry the Eighth, in England, was passed to counteract the tendency to an advance in money wages, from the general rise of money prices in consequence of the fall in the value of silver.

Dr. Smith (see the *Wealth of Nations*) observes that the same quantity of wheat (eight quarters) that exchanged prior to 1350 for four ounces of silver, exchanged between 1350 and 1370, only twenty years, for two ounces of silver, a fall of one hundred per cent.; but it rose again, between 1370 and 1620, to six ounces of silver, thus showing a range of fluctuation equal to two hundred per cent. between 1350 and 1620. These fluctuations were accompanied by a great derangement of money values.

It would appear as if we were entering on a similar period, and are now in that state of transition that is indicative of a fall in the value of the precious metals, particularly gold, similar to the fall in the value of silver in the sixteenth century. An equilibrium has not been maintained between the uses of gold for purposes of luxury and the medium of exchange. It would seem, therefore, that there is some connection between the Russian, Californian and Australian discoveries, and the plethora of money now almost universal in Europe. The largeness of the reserve, not only of the Banks of England and France and generally throughout the continent, point unerringly

to the fact that the supply is much in excess of the demand. The Bank of England has reduced its rate of discount to two per cent. per annum, and the general rate of interest is from half to three-fourths per cent. below the minimum rate of that institution. Indeed, we should not be surprised to see the rate reduced to one per cent. under the combined influence of redundancy and the stagnation of business. This is attended by a derangement as full of evil as the excessive rise in the rate of discount last year by the Bank of England of ten per cent. If there should arise a spirit of speculation during the prevailing low rate of interest, the consequences would be disastrous to commerce.

May not the recent strikes—the warfare between capital and labor—be connected with the silent depreciation of the precious metals? And if the history generally of strikes is traced to their causes, may they not be the offspring of those changes in the circulating medium which have their origin, when not of a local character, in a permanent fall of the precious metals?

It has been too readily conceded that a rise in the money price of commodities is accompanied, or soon followed, by a rise in the money prices of labor. It will be found, on more mature inquiry, that this is an error. The price of labor follows very slowly, if at all, the advance of commodities. The tendency is to keep money wages stationary, if they do not retrograde, under the influence of the Malthusian principle that population increases in a higher ratio than subsistence. The numbers of mankind are thus kept at the full level of employment and often beyond it. The tendency, therefore, is to keep money wages stationary, while the stimulus of population induces increased competition, in nearly all modes of employment.

The practical conclusion from this view is that the prosperity of communities is best promoted by that equilibrium between the wants of society for the precious metals that leads to neither a plethora nor a deficiency.

EGYPTIAN COTTON.—Availing themselves of the presence of the Viceroy of Egypt in England, a deputation of the Cotton Supply Association had an interview with that official. They expressed a full belief that America will not for some time to come be able to grow cotton to the same extent, nor so low a price as before the war, and therefore urged upon the attention of His Highness the importance of continuing to encourage an increased growth of cotton in Egypt. Considering the brief period in which Egypt enjoyed the stimulus of high prices for cotton, that country made marvelous progress in cultivating the staple. In the year 1865 England imported from Egypt 1,578,912 cwt., valued at £14,300,507—thereby receiving sensible relief from the miseries of the cotton famine. The Viceroy was foremost as an example of private enterprise, introducing machinery on a large scale into his private estates, and encouraging industry everywhere throughout his dominions.

A FARMER in the province of Limburg has hit upon a curious way of deriving profit from horse-flesh. He keeps some 2,000 fowls, which are the fattest in the county, owing to the way in which he feeds them. Every week he buys two or three dead horses, which he cuts up and boils. The broth is given to his pigs, which seem to enjoy this novel soup very well, and thrive admirably upon it. The meat that has been used for the broth is hashed and given to the fowls, and what remains of the horses' carcasses is sold to the sugar refiners, who convert it into lampblack. The eggs of his fowls he sends to Eng-

land, realizing six centimes a piece for them, and the fowls go the same way when they have done laying the eggs.

PROSPECT OF THE GOLD PREMIUM.—The New York *Economist* argues this question and comes to the following conclusions: It is likely to be some time before the market will receive any additional supply of coin. The amount due on July coupons, was about \$9,000,000; on the 1st September, a small amount becomes payable on 10-40 coupons, and after that no further payments are due until November 1st. Considering that, for the next four months, about \$13,000,000 per month will be required for custom duties alone, to say nothing of what may be wanted for export, it is very clear that if the government declines to sell gold freely, the premium may advance to much higher figures, on account of its actual scarcity.

THE value of the gold imported into the United Kingdom in the five months ending May 31, this year, was £4,483,897 as compared with £5,745,456 in the corresponding period of 1866, and £5,127,943 in the corresponding period of 1865. In these totals Australia figured for £1,991,777, £3,179,925, and £1,152,853, and the United States for £1,223,338, £1,957,822, and £1,374,684 respectively. The total exports of gold from the United Kingdom in the five months ending May 31, amounted to £2,563,924 as compared with £3,625,972 in the corresponding period of 1865. In these totals the exports of

gold to France figured for £1,621,598, £2,472,935, and £1,257,348 respectively. The total value of gold and silver bullion and specie imported into Great Britain during the month of May last amounted to £2,237,436. Of this sum £1,707,427 was in gold and £530,000 in silver, and of the above total sum £1,123,346 was received from the United States, \$435,974 from Australia, £392,746 from Mexico, South America (except Brazil) and the West Indies. The value of bullion exported amounted to £448,360 sterling, £174,955 of which was taken by Holland, £113,996 by Russia, £80,656 by Belgium, and £56,114 by the Hanse towns, smaller sums being taken by Egypt (chiefly for China and India), the west coast of Africa, Australia, Brazil, Mexico, South America and the West Indies.

THE *National Intelligencer* says of the cotton claims of Southern loyalists:

The Court of Claims have recently decided favorably upon a large number of claims for cotton held by loyal citizens at the South at the close of the war, and seized by the order of the Government, sold, and the proceeds turned over to the Treasury. We learn that the question has recently been before the Cabinet, whether there is authority for the payment of these claims under existing legislation, and we learn that it is probable the whole matter will be brought in some form before the Supreme Court.

Says the New York *Shipping List*:
New manufacturing enterprises in

the South are making some headway, though nothing like what they would if the people of that section were favored with more capital. A New York capitalist is about establishing a large factory at Richmond for the manufacture of Woolen and Cotton Hosiery. The works will employ between five and six hundred girls. The New Orleans *Bulletin* remarks that "if in place of encouraging the immigration of coolies, we could encourage the immigration of a hundred thousand looms and spindles, we would impart more value to our crop before it left the country than if we increased the crop itself by additional production," which is quite true.

A CORRESPONDENT of the New York *Tribune*, a few months since, wrote as follows of the beauties of negro suffrage in Jamaica: "The elective franchise represents to the ignorant blacks two shillings and as much rum as they choose to drink at the expense of the candidates. The most worthy and intelligent blacks I have met seldom or never use their right to vote, not thinking it worth the cost of the register tax. If a candidate has so much need of their votes as to pay the expense of bringing them to the polls, the longest purse would be sure of a majority." Since then, suffrage has been abolished in Jamaica, and the people are now governed by the mother country. Negro suffrage killed representative government in that island.

The *Herald*, published at Indianapolis, Ind., makes a fling at another

local paper of ebou proclivities in this strain :

The *Journal* does not like this little item :

"The people of the United States paid into the federal treasury during the year 1865, *five hundred and twenty-three millions, nine hundred and seventy-seven thousand, three hundred and eighty-nine dollars.*"

That's the cost of radical rule, and that's where the shoe pinches. But the *Journal* says four-fifths of the taxes paid by the people represent the cost of a "Democratic rebellion." This declaration comes with ill grace from a paper that for months after the election of Mr. Lincoln, in 1860, assured the dissatisfied States that if they wished to leave the Union there was not a man north of Mason and Dixon's line who would oppose them. Similar declarations were made by the leading Republican journals of the country, and by the most prominent men in the Republican party.

REVIEW ADVERTISING INDEX.

Agricultural Implements.—Machinery, etc.—Brinley Dodge & Co.; Daniel Pratt; Dodge & Beebe; Emery Brothers; Bondurant & Todd; E. G. Blatherwick; H. L. Emory & Son.
Boots and Shoes.—John Slater.
Bankers and Exchange.—Lancaster & Co.; E. Q. Bell; Lockwood & Co.; Connor & Wilson; Bruce & Co.
Brokers.—Gold and Silver, Real Estate, etc.—Morgan McCloud, Murphy & Cash.
China.—Hadley's.
Coppersmiths, Engineers, etc.—T. M. Brennan & Bro.
Clothing, Shirts, etc.—Taylor, McElroy & Co.; Henry Moore & Genung.
Collection and Commission Merchants.—Taylor, McEwen & Blew; Clark & Blair; Todd & Richardson; Atkinson & Shefferson.
Druggists.—E. Wilder & Co.; Wilson, Peter & Co. James Gonegal and S. Mansfield & Co.
Eyes.—Dr. Foote.

Express Companies.—Southern.
Furniture, etc.—Weakley & Warren.
Fertilizers, etc.—John S. Reese & Co.; Chapman & Van Wyck; Baugh & Sons.
Fire Arms.—B. Kitbridge & Co.
Fire Bricks.—Maurer & Weber.
Garden Seeds, etc.—D. Landreth & Sons.
Hotels.—Burnet House; National U. S. Hotel; Willard's Ebbitt House.
Hardware, etc.—C. H. Slocumb; Choate & Co.; Orgill, Bros. & Co.; E. Robbins & Bradley; Shaw & Felthouse; Taylor & Churchill.
Insurance Companies.—Ætna; State, Nashville Knickerbocker.
Iron Railings, etc.—Robert Wood & Co.; W. P. Hood.
Iron Bedsteads.—Tucker Manufacturing Co.
Lawyers.—H. C. Meyers; W. S. Oldham; W. T. Withers.
Liquors.—American Wine Co.
Loan Agency.—Department 'Business, etc.—National Bank of Metropolis.
Machinery, Steam Engines, Saw Mills, Carding—Spinning and Weaving, etc.—Bridestown Manufacturing Company; Smith & Sayre; Jas. A. Robinson; Geo. Page & Co.; Lane & Rodley Joseph Harrison, Jr.; J. E. Stevenson.; J. H. Duval; Wood & Mann; Eureka.
Mill Stones.—J. Bradford & Co.
Military Equipments.—J. M. Migeod & Son.
Medicines, etc.—Brandreth's; Tarrant & Co.
Musical Instruments.—Sonntag & Beggs.
Masonic Emblems.—R. T. Hayward
Medallions.—A. B. Demarest.
Organs—Parlor, etc.—Peloubet, Pelton & Co.
Paint, etc.—Pecora Lead and Color Company; Leonidas L. Coleman.
Patent Limbs.—W. Selphe & Son.
Pens—Stimpson.
Perfumers.—C. T. Lodge.
Pianos.—W. Knabe & Co.; Stodard & Morris.
Photographers.—Brady; Hall.
Packet and R. R. Lines.—Memphis and St. Louis.
Produce Merchants.—Fain, Parrott & Fain.
Pictures.—R. M. Linn.
Rope.—J. T. Douglas.
Steamships.—James Connolly & Co.; Livingston Fox & Co.
Soap, Starch, etc.—B. T. Babbit.
Southern Bitters, etc.—C. H. Ebbert & Co.
Sewing Machines.—Finkle & Lyon.
Silver and Plated Ware.—Wm. Wilson & Son; W. Gale, Jr.
Schools and Academies.—Shelby Female, Norwood.
School Furniture.—
Tobacco Dealers, etc.—Dohan, Carroll & Co.
Tin Ware.—S. J. Hare & Co.; J. B. Duval & Son.
Tailors.—Harlem & Co.
Washing Machines and Wringers and Mangles.—R. C. Browning; Jno. Ward & Co.; Robt. Duncan.

The Central Pacific Railroad.

THE advertisement of Messrs. Fisk & Hatch, bankers to this magnificent enterprise, appears on the page immediately opposite the last of the reading matter. These gentlemen offer the first mortgage bonds of the company on terms which make them a splendid investment. Under the liberal patronage of the Federal Government, the enterprise is placed clearly beyond the risks and contingencies attending railroads in general.

We intend in a future number to compile, from documents in hand, a general survey of the condition and prospects of this great work, but we offer now a few brief notes from the latest bulletin of the management.

The following statement of the business and operations of the Central Pacific Railroad Company, brought up to a late date, is submitted for the information of investors and holders of the first mortgage bonds and others.

The natural business of the road exceeds all previous estimates, and establishes it as one of the most important and profitable lines of communication on the continent. The earnings and expenses of the ninety-four miles open for traffic, for the quarter ending September 30th, are as follows, in gold :

<i>Gross Earnings.</i>	<i>Operating Expenses.</i>	<i>Net Earnings.</i>
\$556,509.30.	\$101,620.89.	\$454,888.41.

This result was upon the actual, legitimate, local business alone, with less than the ordinary proportion of Government transportation, and under the disadvantage that passengers and freight had to be forwarded by wagons, from the temporary terminus, at the summit of the mountains; and is also independent of the transportation of men and materials for the extension of the road.

This ratio of profit (nearly eighty-two per cent. of the gross earnings) is without parallel, even among the oldest roads in existence; and is in fact nearly three times the ratio of the best leading lines of the country. The following is a copy of the sworn statement returned to the Treasury Department for the month of August. Since its receipt (by mail), we are advised by telegraph that the earnings for the month of September were \$200,400 in gold, while the expenses were about the same as for August.

<i>Earnings.</i>		<i>Operating Expenses.</i>	
Freight Transportation.	\$142,242 84	Station Train and Wharf	
Passenger " "	34,041 88	service.....	\$10,056 64
Mail, U. S., " "	2,350 00	Locomotive Service.....	10,478 46
Express " Wells,		Repairs of Track, Build-	
Fargo & Co.	1,400 00	ings, Engines, Cars,	
C. P. R. R. Wharf at		&c.....	10,381 07
Sacramento, Discharg-		Office Expenses, Station-	
ing Schooners, &c....	1,239 54	ery, Printing, Tele-	
Miscellaneous.....	22 99	graph, and Miscellan-	
		eous	985 79
	\$181,297 25	Damages, Freight (lost),	
		" Stock Killed".....	508 88
		Taxes, U. S. Internal	
		Revenue.....	927 88
			\$33,338 22

These results may seem almost incredible to persons unacquainted with the extent of the traffic between the Pacific Coast and the great mining

regions of the interior basin ; but it should be understood that the 150,000 adult population, scattered over nearly 200,000 square miles, are mainly dependent upon this single line of communication for their supplies, machinery, etc. Upward of \$13,000,000 in gold were estimated to have been paid in a single year (1863) for team-freights, *one way only*, across the Sierra Nevadas. The population and the production of these important regions, bearing the precious metals, have steadily increased since that time, and a still more active settlement is awaiting the further extension of the railroad.

The Company is justified in charging the maximum rates—10 cents per mile for passengers, and 15 cents per ton per mile for freight—and these are cheerfully paid, being less than one-third what was formerly paid for far less expedition, comfort, and security.

The Eastern terminus of the track has been throughout this period at Cisco, ninety-four miles from Sacramento, and nearly 6,000 feet elevation above sea level, and the earnings will be immensely increased when the track is extended entirely across the Sierra Nevadas, which, it is hoped, may be done during the present year. The Great Summit Tunnel, the last and most important on the line, was opened in August last. Twenty-five miles on the Eastern slope, following the valley of the Truckee River, have been graded, rails laid, and a locomotive placed thereon, which are now nearly ready for the inspection of the Government Commissioners. All the available force is now being concentrated upon the intervening section of eleven miles, between the completed portions on each side of the range, which is in a forward state ; and it is thought the whole distance between the navigable waters of the Pacific and the populous counties of Western Nevada, in the Salt Lake Basin, may be successfully and regularly operated during the current year.

The importance of this achievement, and the financial resources of the Company, as well as their future prospects, may be understood when it is known that nearly half the entire cost of preparing the road-bed on the 800 miles between San Francisco and Salt Lake is concentrated upon the 150 miles now nearly finished *and paid for*.

The Company has overcome the only considerable obstacle on their portion of the National Telegraph Line, and will commence the easier work of building the 600 miles of light grades across the Great Basin under the most favorable auspices. It is an important fact, that along this portion of the line there are no Indians, and consequently no trouble from their hostility need be feared by this Company. The business between the Pacific Coast and the great mining regions of Nevada, Idaho, Utah, and Montana, is already very large, and will be proportionately profitable with that over the mountain section.

The Government subsidy between the two ranges of mountains is \$32,000 per mile, which is more than half the estimated cost of construction. By becoming joint investor in the magnificent enterprise, and by waiving its first lien in favor of the first mortgage bondholders, the *General Government, in effect, invites the co-operation of private capitalists*, and carefully guards their interests against all ordinary contingencies.